REGISTERED No. 61—1871.

The Bombay Gazette.

No. 7,176.—NEW SERIES. BOMBAY:—THURSDAY, FEBRUARY 8, 1872. ANNUAL SUBSCRIPTION IN ADVANCE.....RUPEES FORTY-TWO.

THE BOMBAY GAZETTE.

THE Rates of Subscription to the *Gazette*, in advance, for Town and Country, are now on the following reduced scale:—

One Year, *in advance*	Rs. 42
Half Year ,,	,, 24
Three Months ,,	,, 14
One Month ,,	,, 5

For a Weekly Subscription, in advance, of Rs. 1-8-0, the *Gazette* is now delivered each morning at any address in town, or posted free to any address Up-country.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs. 5 0
Second do	,, 2 8
Third do	,, 2 8
Fourth and succeeding insertions	,, 0 2½

No but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
Second do	4½ ,, ,,
Third and succeeding	2½ ,, ,,

In the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time, special contracts may be made.

DOMESTIC OCCURRENCES: EACH—RUPEE 1.

ALL CHEQUES, MONEY ORDERS, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship BURMAH, 1,025 Tons, 200 H.P., Commander J. SHAW, will be despatched on TUESDAY, the 13th February 1872, at 4 P.M.

Leave BOMBAY	Feb. 1872.	Leave Colombo	Feb. 1872.
,, Ratnagherry	14	,, Galle	23
,, Vingorla	14	,, Negapatam	26
,, Carwar	15	,, Madras	28
,, Mangalore	16		March.
,, Cannanore	17	,, Cocomada	2
,, Tellicherry	17	,, Vizagapatam	2
,, Calicut	18	,, Bimlipatam	3
,, Beypore	18	,, Gopanilpore	4
,, Cochin	19	,, False Point	5
,, Alleppy	20	Arrive CALCUTTA	6
,, Tuticorin	21		

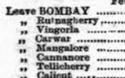
This route is the most expeditious and economical for Passengers for the Neilgherrie District, Bangalore, and Madras, who can land at Calicut or Beypore and proceed from thence by rail. Passengers for Calcutta can take the same route, picking up the steamer at Madras.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

Interchanging Cargo and Passengers at Bussora, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, MAROMEERAH, and BUSSORAH.

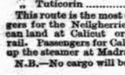
The Steam-ship CASHMERE, 1,028 Tons, 200 H.P., Commander J. AYERS, will be despatched on FRIDAY, the 16th February 1872, at noon.

Leave BOMBAY	Feb. 1872.	Leave BUSSORAH	March 1872
,, Kurrachee	21	Arrive Fao	6
Arrive Guadur	21	,, Bushire	8
,, Muscat	23	,, Linga	13
,, Bunder Abbas	25	,, Bunder Abbas	15
,, Linga	27	,, Muscat	17
,, Bushire	29	,, Guadur	19
	March.		
,, Fao	2	Leave Kurrachee	22
Arrive BUSSORAH	4	Arrive BOMBAY	25

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the Weekly Service from England, despatch a Steamer to Kurrachee every FRIDAY from January 26th, at noon.

The Steam-ship KURRACHEE, 510 Tons, 120 H.P., Commander A. SCOTT, will be despatched on FRIDAY, the 9th February, at noon.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

FOR LIVERPOOL.

(VIA SUEZ CANAL.)

To be despatched next Month.

THE fine new S.S. RED GAUNTLET, Captain MASS, 1,429 Tons, Classed 100 A 1, 300 Horse Power (Nominal), will be despatched as above.

This Vessel is fitted with superior accommodation for Passengers, embracing the most recent appliances likely to conduce to their comfort.

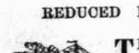
Plans of the accommodation may be seen, and further particulars learned, on application to

REMINGTON & Co., Agents.

Bombay, 20th January 1872.

LIVERPOOL, VIA SUEZ CANAL.

REDUCED PASSAGE RATES.



THE fine Clyde-built Full-powered Steamer ATALANTA, 2,300 Tons Register, 400 H.P., G. MATHEWS, Commander, will SAIL for LIVERPOOL, via the SUEZ CANAL, about the 10th of February. The Passenger accommodation being placed amidships, the Cabins are well ventilated, and free from the motion of the Engines. Will carry a Surgeon and Stewardess.

FIRST CLASS FARE to LIVERPOOL £45 { Exclusive of Wines, &c.

Children under 10—Half Fare; under 3—Free.

Plans of the accommodation can be seen in our Office.

For passages only apply to

JOHNSON & Co.,

Nesbit Lane, Fort, Bombay. Ship-brokers.

"WILSON LINE."

LIVERPOOL VIA SUEZ CANAL.

THE S.S. ORLANDO, 1,437 Tons, will be despatched again on the 25TH FEBRUARY. This favourite Steamer is now well known for speed and comfort, and offers a favourable opportunity to intending Passengers. Her accommodation is superior and well ventilated, and the passage will, under ordinary circumstances, not exceed 30 days. A liberal table is kept. She carries a Surgeon and Stewardess.

First Class ..... Rs. 500 | Second Class ..... Rs. 300

For Passage apply to

GRINDLAY, GROOM, & Co.

Bombay, 2nd February 1872.

"WILSON" LINE.

LIVERPOOL VIA SUEZ CANAL.

(To follow the Orlando.)

The Fine New Steamer

VIRAGO,

1,800 Tons, 350 H.P. (Nom.), will be despatched on the

20TH MARCH,

HAS excellent accommodation for First and Second Class Passengers, and will carry a Surgeon and Stewardess.

RATES OF PASSAGE MONEY,

exclusive of Wines and Spirits, which can be had on board:—

	First Class.	Second Class.
TO SUEZ	Rs. 300	Rs. 200
TO LIVERPOOL	,, 900	,, 300

For further particulars apply to

GRINDLAY, GROOM, & Co.

STEAM COMMUNICATION WITH ITALY.

(VIA SUEZ CANAL.)

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

The regular Steamers leave

GENOA on the 24th, and BOMBAY on the 1st of each month.

PASSENGER RATES.

(Inclusive of all Transit Fees through the Suez Canal.)

To	1st Class.	2nd Class.	3rd Class.	
Aden	£22	£15	£4	Including Wines.
Suez	36	22	8	
Port Said	38	24	9	
Alexandria	39	25	9-10	
Messina	50	34	14	
Naples	50	34	14	
Leghorn	50	34	14	
Genoa	50	34	14	
Marseilles (transhipment at)	52	35	14-10	Without Food.

Children under 8 years, free of charge.

Children not above 10 years, half fare.

Next Steamers from Bombay:—

INDIA, on FRIDAY, 1ST MARCH 1872.

ARABIA, on MONDAY, 1ST APRIL 1872.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For Rate-books of Information, Rates of Freight, &c., apply to

VOLKART BROTHERS,

Agents, Rubattino Steam Navigation Company.

Bombay, 30th September 1871.

NOTICE.—CONSIGNEES per Ship CITY of PEKIN, arrived from Glasgow, are requested to DESPATCH BOATS to TAKE DELIVERY of their respective GOODS; otherwise the same will be landed by the Captain, without further intimation, at the risk and expense of the concerned.

W. NICOL & Co., Agents.

Bombay, 6th February 1872.

NOTICE.—The British India Steam Navigation Company, Limited, is prepared to BOOK CARGO at a through rate for Penang, Singapore, Hongkong, and Shanghai. The Cargo will be transhipped at Point de Galle to the Steamers of the Messageries Maritimes Company.

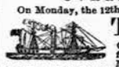
For full particulars apply to

W. NICOL & Co., Agents.

SHIPPING.

OVERLAND ROUTE.

On Monday, the 12th February, at 3 P.M., from Mazagon.



THE P. & O. Co.'s S. S. KHEDIVE, 3,742 tons and 600 H.P.) Captain J. D. STEWARD, will LEAVE for SUEZ as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Brindisi, Southampton, &c.

Cargo can also be booked through to Messina, Naples, Leghorn, Genoa, Trieste, Venice, Ottessa, Constantinople, Ancona, Marseilles, Havre, Liverpool, London and New York.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Mazagon before 10 A.M. on the day of the Steamer's departure, in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon at 3 P.M., precisely, on the day of sailing.

GEORGE F. HENRY, Superintendent.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Tuesday, the 13th February, at 3 P.M.,

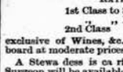
THE P. and O. Co.'s S. S. ELLORA (1,727 tons and 300 H.P.), Captain W. B. HALL, will be despatched as above carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras, Calcutta and Australia.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's office before noon, on Saturday, the 10th February

GEORGE F. HENRY, Superintendent.

FOR LIVERPOOL, VIA SUEZ CANAL.

(To leave about 10th proximo.)



THE new Steam-ship PENGUIN, 1,571 Registered Tons, 270 Horse Power, 1,270 Effective. This Fine Steamer, expressly built for the East India and China Trade, has extensive Passenger accommodation of a very superior description.

RATES OF PASSAGE ARE—

1st Class to Suez	£30
,, ,, Liverpool	£50
2nd Class ,, ,,	£30

exclusive of Wines, &c., which, however, can be procured on board at moderate prices.

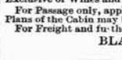
A Stewa dess is carried, and the services of an experienced Surgeon will be available.

For further particulars apply to

W. NICOL & Co., Agents.

Bombay, 3rd January 1872.

STEAM FROM BOMBAY TO LIVERPOOL, VIA SUEZ CANAL.



THE Magnificent Full-powered Screw Steam-ship DILSTON CASTLE, 22 years (Highest Class), 1,031 Tons Register, 140 H. P. Nominal, is intended to be despatched positively on the 15th March 1872.

Her splendid accommodation for Passengers is replete with every luxury.

FARES.

1ST CLASS TO LIVERPOOL	£45
,, SUEZ	£30
,, MALTA	£35

Exclusive of Wines and Spirits, which can be had on board.

For Passage only, apply to Messrs. KING, KING, & Co., where Plans of the Cabin may be seen.

For Freight and further particulars apply to

BLAY AND MACKINTOSH,

Elphinstone Circle.

SALES BY AUCTION.

MEHRJEE, JOHNSTON AND COMPANY

No. 25, APOLLO STREET.

SALE OF VALUABLE JEWELLERY.

HIGH COURT.

Suits Nos. 410 and 411 of 1868.

Harrivullubas Culliadas ..... Plaintiff.

vs.

Ootumchund Manockchund, Bhaichund Vurdman, Amichund Manockchund, Ghelabhoy Hemchund, and Toolsydas Kissondas ..... Defendants.

On THURSDAY, the 15th day of February 1872, at 1 P.M., Messrs. MEHRJEE, JOHNSTON and Co. will submit to sale by Public Auction, at their Sale Rooms, No. 25, Apollo Street, by order of the Receiver in the above Suits, the following articles of Jewellery:—

1 Ruby Ring.

1 Very handsome Ring, large Ruby of first water, weighing about 4 Rutties, set with brilliants.

1 Diamond Ring, weighing about 10 to 11 Rutties.

1 Large Pearl, weighing about 238 show.

1 Loose Large Di mond, about 7½ Rutties.

1 ditto ditto 8 ditto

1 ditto ditto 4½ ditto

1 ditto ditto 3½ ditto

1 ditto ditto 2½ ditto

1 Diamond Brooch Brilliants of first water.

The above can be inspected at the Office of Messrs. Jefferson and Payne, No. 6, Apollo Street, every day up to the day of sale between the hours of 12 o'clock noon, and 4 P.M.

MEHRJEE, JOHNSTON & Co.

Bombay, 8th February 1872.

MENESSE AND COMPANY.

THIS DAY THURSDAY, the 8th Feb., Messrs. MENESSE Co. will hold their usual Weekly Auction Sale at their Rooms, of a quantity of Grey, White, and Coloured Piece Goods, Twist, &c.

10	Bales Grey Shirtings.	
12	ditto	Domestics, 19 lbs.
3	ditto	T. Cloths.
2	ditto	T. Red Chintz.
3	ditto	Grey Dhoties.
7	Bales T. Red Twist, No. 40 to 60.	
6	ditto	ditto.

At 2 P.M., in the Apollo Bonded Warehouse, on account of the concerned, saved from the wrecked steamer Broadalbane, ex Khedive:—

8 D—1 Cask Glass Bottles.
1 Case Acid.
3 Cases Medicine.

MENESSE & Co.

Bombay, 8th February 1872.

CURSETJEE COWASJEE,

No. 11, MEADOW STREET, FORT, BOMBAY,

HAS the honour to announce to the Ladies and Gentlemen and the Public in general of Bombay, that he has received a nice and beautiful stock of WATCHES and JEWELLERY direct from London and Geneva, comprising Gold and Silver Watches, repeating and 15 days' Watches; also to match, Gold and Silver Chains of the well known manufacturers of London, consisting of 9, 12, 15 and 18 carats Guards and Alberts of the latest choice and fashion. Silver-gilt and Tortoiseshell, Canary Birds, Singing Boxes, playing and singing one and two at a time. Clocks for Offices and Dining-rooms, Schools and Cook-rooms, ordered out from Messrs. HOLLOWAY & Co. of London and CARTWRIGHT & Co. of the same place.

Electric Clocks, going three at a time, put to any distance from each other.

Marble Clocks, going one year, fifteen days, one month, and eight days, with a circular pendilium above the works, just the pieces for a hall, all of them striking hours and half hours, also One Year Marble Time-pieces.

Repairing of Watches, Clocks, Musical Boxes, Organs, and any other mechanical pieces, carefully undertaken, and finished within the shortest delay possible.

Orders from Up-country Stations punctually attended to if accompanied with remittance.

CURSETJEE COWASJEE,

Watchmaker to the G. I. P. Railway Company.

BRAGG'S VEGETABLE CHARCOAL OR PURE CARBON

IS ONE OF THE MOST EFFECTUAL PRESERVERS OF HEALTH

ever offered to the public. By its action in absorbing all impure gases in the stomach and bowels, it affords speedy relief in all cases of

ACIDITY, BILE, DYSPEPSIA, INDIGESTION, IMPURE BREATH, &c.,

and is invaluable in cases of, and is the best known preventative to, Yellow and other Fevers. It is largely used and recommended by all the highest medical authorities in England. Sold in Bottles by

J. L. BRAGG 2, Wigmore St., Cavendish Sq., London.

Agents for Bombay Presidency,

TREACHER & CO., LIMITED.

LEA AND PERRINS'

CELEBRATED

WORCESTERSHIRE SAUCE.

DECLARED BY CONNOISSEURS TO BE

THE ONLY GOOD SAUCE.

CAUTION AGAINST FRAUD.

The success of this most delicious and unrivalled Condiment having caused certain dealers to apply the name of "Worcestershire Sauce" to their own inferior compounds, the Public is hereby informed that the only way to secure the genuine, is to

ASK FOR LEA AND PERRINS' SAUCE,

and to see that their names are upon the *wrapper, labels, stopper* and *bottle*.

Some of the foreign markets having been supplied with a spurious Worcestershire Sauce, upon the wrapper and labels of which the names of Lea and Perrins have been forged, Lea and P. give notice that they have furnished their Correspondents with power of Attorney to take instant proceedings against *Manufacturers* and *Vendors* of such, or any other imitations by which their right may be infringed.

Ask for LEA & PERRINS' Sauce, and see Name on Wrapper, Label, Bottle, and Stopper.

Wholesale and for Export by the Proprietors, Worcester, Crosse and Blackwell, London, &c., &c., and by Grocers and Oilmen universally.

SARSAPARILLA.

WILKINSON'S ESSENCE OR FLUID EXTRACT OF RED JAMAICA SARSAPARILLA, prescribed by the Faculty for Purifying the Blood, Debility, Liver Complaints, and Freeing the system from the effects of Mercury; exclusively used in India and the Colonies as a Prevention to Tropical Diseases.

"Superior preparation that may always be relied upon."—Sir Astley Cooper.

"We are in every respect satisfied with it."—Lancet.

"We recommend your Sarsaparilla as the best."—Medical Review.

Sold in ½, ¼, and Pint Bottles.

CAUTION.—Many spurious, worthless, and injurious preparations are offered to the Public; see that both Bottle and Label have the Name and Address, also Trade Mark (W in a diamond).

QUINTESSENCE OF JAMAICA GINGER AND CAMOMILE.

WILKINSON'S preparation of Ginger and Camomile has long been deservedly known as an excellent domestic medicine. It is a most efficient Stomachic Tonic, and the best remedy for Flatulency and disorders arising from impaired digestion.

It is not affected by climate.

No European in India or Tropical Countries should be without it.

Sold in ½, ¼, and ⅛ Pint Bottles.

AROMATIC TINCTURE OF QUINOIDINE.

For the prevention of Fever, Ague, and effects of Malaria.

An untailing remedy.

It may be mentioned that those who, during the campaign in the Crimea, daily took a small quantity, passed entirely unharmed through the raking fire of Fever and Dysentery that thinned the ranks around them.

Sold in Half and Quarter-pint Bottles.

Prepared only by Thos. Wilkinson, 279, Regent Street, London.

BOMBAY.

Wholesale and Retail Agents, Treacher & Co., Limited, Medical Hall, Byculla, and Fort, Poona.

And of all the principal Firms in India and the Colonies.

NEW ADVERTISEMENTS.

NOTICE.—Consignees of CARGO per Ship MOFUSSILITE, from London, are requested to SEND OFF BOATS alongside immediately for their respective GOODS as they come to hand, failing which they will be landed by the Captain at the risk and expense of the concerned.

Captain RAE will not be responsible for the contents or condition of any package after it leaves the ship's deck.

REMINGTON & Co.,

Agents for Captain Rae, Ship Mofussilite.

Bombay, 7th February 1872.

TENDERS will be received by the Superintendent of Marine, up to 1 P.M. on SATURDAY next, the 10th instant, for a STEAM VESSEL to CONVEY HENCE to KUERACHEE, and to be THERE DISCHARGED, a BATTERY of EUROPEAN FIELD ARTILLERY with HORSES. The Vessel to be ready to leave this completed with Coal and Provisions on the 19th instant. The Provisions, with the exception of those for 1st and 2nd Class Passengers, will be supplied by Government.

Tenders should specify the rates at which they are prepared to perform the above duty with and without Coal.

For further particulars apply to the Agent for Transports.

The expense attending Stamp Fees affixed to Charterparties as well as Counterparts (of Vessels taken up) to be borne by the Owners, Agents, or Masters tendering.

The Superintendent of Marine does not bind himself to accept the lowest or any tender.

By Order of the Superintendent of Marine,

GEORGE INGLE, Secretary.

Superintendent's Office, Bombay, 7th February 1872.

TENDERS will be received by the Superintendent of Marine, up to 1 P.M. on SATURDAY next, the 10th instant, for the SERVICES of a STEAM VESSEL capable of CONVEYING a BATTERY of NATIVE ARTILLERY and DETAILS hence to ADEN AND BACK, the Vessel to be discharged on return at Bombay. The Vessel tendered to be ready for service not later than the 19th instant completed with Coal and Provisions. Provisions, with the exception of those for 1st and 2nd Class Passengers, will be supplied by Government.

Tenders should specify the rates at which they are prepared to perform this duty with or without Coal.

For further particulars apply to the Agent for Transports.

The expense attending Stamp Fees affixed to Charterparties as well as Counterparts (of Vessels taken up) to be borne by the Owners, Agents, or Masters tendering.

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By Order of the Superintendent of Marine,

GEORGE INGLE, Secretary.

Superintendent's Office, Bombay, 7th February 1872.

CHLORALUM, THE NEW DISINFECTANT.

MESSRS. R. L. SOUTHERN & Co. have the pleasure of drawing the attention of Steam Ship Companies, Owners, Masters and Agents of Vessels generally, to the following:—

THE CHLORALUM COMPANY have just received official notification from the Board of Trade that it has been decided to substitute CHLORALUM for the Solution of Chloride of Zinc at present included in the Scale of Medical Stores published by the Board in pursuance of the Merchant Shipping Act of 1861.

Chloralum can now be obtained in any quantity from Messrs. D. KEMP & Co., or of R. L. SOUTHERN & Co., who will supply copies of the Chloralum Review and various Notices in THE LONDON JOURNALS on application.

NOTICE.—Messrs R. L. SOUTHERN & Co. will supply gratis to a few *bona fide* Owners of Bullocks, Horses, Dogs, &c., affected with the Foot and Mouth Disease sufficient Chloralum for the Animals' treatment.

Forbes Street, Bombay.

WANTED, an EUROPEAN BANDMASTER for a Native Infantry Regiment. Apply by letter, stating terms and enclosing Testimonials, to the BAND PRESIDENT, H. M.'s 26th Regiment N. I., Surat.

WATCH CHAINS.

Ladies' Victoria & Gentlemen's Albert;

of the best London manufacture, in the newest designs, at each Rs. 70, 80, 90, 100, 112, 120, 130, 150, 170, 180, 200, 225, and 250.

Charms for the Watch Chain;

WATCH KEYS, AND JEWELLERY, of every description, on sale by TREACHER & Co. (Limited).

NOTICES.

REDUCED PRICES.

MILLION NIGHTS.

GRANT ROAD THEATRE.

POSITIVELY

LAST NIGHTS,

PREVIOUS TO THEIR DEPARTURE FOR EUROPE OF THE ROYAL TYCOON TROUPE.

THURSDAY, FEBRUARY, 8TH, and FRIDAY, 9TH FEBRUARY 1872.

A MONSTER PROGRAMME.

PRICES OF ADMISSION.

Dress Circle	Rs. 3	Stalls	Rs. 2
Family Ticket to admit 4	,, 4	Gallery	,, 1
Pit	,, 8 annas.		

Doors open at 8-30. Performance to commence at 9 o'clock. Tickets may be had and Seats secured at Messrs. SOUNDY & Co.'s, where a Plan of the Dress Circle may be seen.

DOOR AND WINDOW HEADS.

AN UNRIVALLED SUCCESS.

CHEAP, ELEGANT, EVERLASTING.

The attention of ARCHITECTS and BUILDERS is called to these BEAUTIFUL DESIGNS, which, being of IRON, are superseding the use of Wood and Stone.

A variety of Patterns has been prepared, and a Stock of elaborate Castings kept ready for immediate shipment.

Full particulars or Designs may be obtained on application.

NEWTON, CHAMBERS & CO.,

THORNCLIFFE IRONWORKS, NEAR SHEFFIELD, ENGLAND.

McCABE'S WATCHES.

CAUTION TO PURCHASERS.

Watches of very inferior quality NOT made by JAMES McCABE, but fraudulently marked with his name, are now being offered for sale in India and elsewhere. Purchasers are advised to exercise caution, and to buy only of respectable traders, or to remit direct by Bank draft or otherwise. Price Lists forwarded on application, post free.

JAMES McCABE.

32, Cornhill, London.

OVER 3,500,000 IN OPERATION.

THE "NEEDLE" LUBRICATOR

(Lieuvain's Patent), Price One Shilling each,

Supersedes all others in efficiency and economy.

Saves 90 per cent. in oil.

Sole Licensees,

CLARKE AND DUNHAM,

COLONIAL ENGINEERS.

Millstone and Modern Flour Mill Machinery Factory, 48, Mark Lane, London.

LIBERAL DISCOUNT TO SHIPPERS.

LAMPS! LAMPS!!

FOR

KEROSENE, PETROLEUM, & PARAFFIN.

WRIGHT AND BUTLER,

EXPORTERS AND MANUFACTURERS.

AMERICAN BURNERS AND FIXINGS.

PHOTOGRAPHS UPON APPLICATION.

EVERYTHING APPERTAINING TO THIS TRADE.

Orders must be sent through an English House or accompanied by 60 days' draft.

BIRMINGHAM—NEW JOHN STREET, WEST.

LONDON—COMMERCIAL STREET, SHOREDITCH.

CARSON'S

ORIGINAL ANTI-CORROSION PAINT.

PATRONISED BY THE QUEEN,

The British and Indian Governments.

It is extensively used for all kinds of Out-door Work, as Iron, Wood, Stone, Brick, Compo, &c., &c., and stands A TROPICAL SUN WITHOUT BLISTERING.

Lasting twice as long as common paint. Can be easily applied by any person, requiring simply to be mixed with Raw Linseed Oil.

White, Light Stone, Bath, Cream, and Portland Stone Colours, Lead, Chocolate, Reds, Oak, Purple, Brown, and Black. Greens and Blue.

WALTER CARSON & SONS,

La Belle Sauvage Yard, Ludgate Hill, London.

CAUTION.—All Casks bear the Trade Mark.

AGENTS FOR

THE ARCHIMEDEAN LAWN MOWER.

Particulars on application.

SEVENTY YEARS OF SUCCESS

Have proved beyond question that

ROWLANDS' MACASSAR OIL

Possesses extraordinary properties for promoting the Growth, and improving and Beautifying the Human Hair.

Price 3s. 6d. and 7s. Family bottles (equal to 4 small), 10s. 6d., and double that size, 21s.

ROWLANDS' KALYDOR

Exerts the most soothing, cooling, and purifying action on the Skin, eradicates Freckles, Tan, Pimples, Spots, Discolouration, and other Cutaneous Visitations, and renders

THE SKIN SOFT, CLEAR AND BLOOMING.

Price 4s. 6d. and 8s. 6d. per bottle.

ROWLANDS' ODONTO,

Or Pearl Dentifrice, compounded of Oriental Ingredients, is of inestimable value in Improving and Beautifying the Teeth, Strengthening the Gums, and in rendering the Breath Pure and Fragrant. Price 2s. 9d. per box.

Sold by all Chemists and Bazaar Dealers.

Ask for "ROWLANDS'" articles, and beware of spurious imitations under the same or similar names.

NOTICES.

NOTICE.—The Undersigned are prepared to make ADVANCES on the WYNAAD and COORG COFFEE CROPS of the coming Season.

ED. BAUDRY & Co.

Tellicherry, 22nd January 1872.

BOMBAY FIRE INSURANCE COMPANY (Limited).—The above Company is prepared to EFFECT INSURANCES on the most favourable terms current in Bombay, and in addition return insurers 5 per cent. of the Premiums on Yearly Policies, and 2½ per cent. of the Premiums on Policies for Shorter Periods.

FORBES & Co.,

Secretaries and Managers.

NOTICE TO UP-COUNTRY SHOPKEEPERS.—The last of the shipment PALE ALE, ex CITY OF CASHMERE, which arrived 10th instant, having been DELIVERED and PAID FOR, intending purchasers are recommended to send forward their Orders to Bombay in anticipation for the parcel ex City of Pekin, from the Clyde, due shortly.

JAMES BOGIE,

Agents for Messrs. Aitken & Co.

Bombay, 27th January 1872.

NOTICE TO CONNOISSEURS OF FINE AMERICAN TOBACCO.

THE Undersigned, Sole Agent for Western India of George Campbell & Co., begs to announce that about the 1st proximo will be received, *via* Liverpool, per Steamer STIRLING, an Assorted Shipment of 47 packages VIRGINIAN MANUFACTURED TOBACCO, comprising several of the Brands whose reputation has been established in other Markets.

JAMES BOGIE.

Bombay, 16th January 1872.

CAUTION.—To SHIP CHANDLERS, OIL, PAINT, COLOR and VARNISH DEALERS, PAINTERS, COACH BUILDERS, &c.—Whereas it has been discovered that OILS, PAINTS, COLORS and VARNISHES are being openly SOLD and exposed for SALE in the Bazaars of Bombay with forged Imitations of the Celebrated Brand and Trade Mark of BLUNDELL, SPENCE & Co., of Hull and London, in England, and that their empty packages are refilled with spurious and worthless goods, and so exposed and sold with intent to deceive and prejudice their name and reputation, NOTICE is hereby given, that any persons found dealing in selling or exposing for sale, or any persons buying such goods, or any person manufacturing or making such imitations of their trade mark, labels or packages, make themselves liable to prosecution, and will be forthwith prosecuted according to law.

BLUNDELL, SPENCE, & Co.

Bombay, 1st February 1872.

NOTICE to TOBACCO DEALERS, CAPTAINS AND DUBASHES of SHIPS.—The Steamer STIRLING should be in before the 30th, and out of the 47 Packages VIRGINIA MANUFACTURE coming by her a portion will be offered for SALE IN BOND, but for this early application is necessary.

GEORGE G. CAMPBELL & Co., with the view of facilitating PROMPT SALES and REDUCING WAREHOUSE CHARGES, have advised me in anticipation that the "Cricketer," "All the Rage," and "Talisman" brands are amongst their best light Tobaccos; also that the "Victory," "Royal Navy" ½ lbs., and "Prince Alfred" pounds, an "Havelock" and "Prince Alfred" ½ lbs. are black work, moderately priced, but most suitable for ships' stores.

Three Cases sundry marks Cut Tobacco will be sold cheap.

JAMES BOGIE,

Wholesale Agent.

Bombay, 27th January 1872.

BOLTON'S TELEGRAPH AGENCY.

POLITICAL, FINANCIAL, AND COMMERCIAL NEWS SERVICE.

WITH reference to my Circular to the Banks and Merchants of Bombay, I beg to notify that I am prepared to REGISTER the NAMES of INTENDING SUBSCRIBERS to the COMMERCIAL NEWS SERVICE of this COMPANY, which it is proposed to commence on the 1st proximo.

The Public will have seen from the Telegrams published that this Company is in a position to compete with any other Company, either as regards quantity, quality, despatch or delivery of News and it is hoped that Merchants and others will accord it a fair share of their support.

D. AGER, Agent.

13th December 1871.

LIFE INSURANCE.

SPECIAL NOTICE TO POLICYHOLDERS IN THE ALBERT INSURANCE COMPANY.

AS it now appears certain that the ALBERT RECONSTRUCTION SCHEME will not be CARRIED OUT, we would again remind POLICYHOLDERS in that Company that we are prepared to accept their LIVES on the most favourable terms.

For example:—A person who assured in India with the Albert in a Civil Capacity at the age of 30 for Rs. 1,000, paying an Annual Premium of Rs. 40, may, if now aged 39, obtain a Non-participating Policy for Rs. 1,000 at the same Premium. If now aged 50, he will have to pay a yearly Premium of Rs. 53-14, and will be entitled to a claim on the Albert for the value of the additional Premium of Rs. 13-14.

For the Directors of the

North British and Mercantile Insurance Company,

W. NICOL & Co.,

Agents at Bombay.

THE BOMBAY SHIPPING COMPANY, Limited, (in Liquidation).—NOTICE.—The affairs of the Company being now fully WOUND UP, a GENERAL MEETING of the Shareholders will be HELD at the Office of the Company, Bombay, on FRIDAY, the 23rd day of February 1872, at 3 P.M., for the following purposes, namely:—

To receive the Liquidators' Account and Report, showing the manner in which the winding up of the Company has been conducted, and the property of the Company disposed of.

At the same Meeting the following Extraordinary Resolution will be proposed:—

"That all the Books and Accounts, Documents and Papers of or belonging to the Company, or the Liquidators thereof, be placed in the custody of Messrs. Ritchie, Steuart, & Co., of Bombay, Merchants."

JAMES G. SMITH,
A. E. ASHLEY, } Liquidators.

Bombay, 18th January 1872.

NOTICE TO SMOKERS, LIKEWISE TO THE TOBACCO TRADE.

MESSRS. GEO CAMPBELL & Co. (whose Agency for Western India the Subscriber has recently undertaken) are freely admitted in Liverpool to be one of the most extensive if not indeed now *the largest* exporters of Virginia Manufactured Tobacco. A reference to "Melbourne Prices Current" will show that since their name first appeared there, scarce five years ago, their "Raven" brand has steadily gained ground in the estimation of the Trade, and now tops the market.

Messrs. G. C. & Co have only comparatively lately given much attention to India, but the marked favour with which their Manufactures have been received on the Bengal side, has induced them not only to increase their shipments to Calcutta, but likewise to initiate a regular trade in Tobacco to this port on a scale which it is believed has not been attempted by any other exporting Firm.

JAMES ROGIE,

Wholesale Agent.

Bombay, 20th January 1872.

NOTICE is hereby given, that on WEDNESDAY, the 14th day of February, next, at 4 o'clock in the afternoon, Messrs. MEHRJEE, JOHNSTON & Co., Auctioneers, will sell by Public Auction, on the premises, by direction of the Mortgagee, under a Power of Sale contained in an Indenture of Mortgage executed by WASSOODEW CRUSENA SENOY, the right, title, and interest of the said Wassoodew Crustna Senoy, the Mortgagor, in the undermentioned valuable landed property:—

All that piece of LAND or GROUND, with the messuage or dwelling-house standing thereon, situate at and abutting on the south side of Lowarchawl Street, in the sub-district of Mandvi, in the Island of Bombay, containing by admeasurement 388 and eight-ninths square yards, or thereabouts, and bounded as follows, that is to say, on or towards the north by Lowarchawl Street, on or towards the south by the properties of the Free Church of Scotland, on or towards the east by property of Jewba and Jugoonath Gopal, and on or towards the west by property of Canjee Chuteon, or howsoever otherwise situated or bounded, and which said piece of land is registered in the books of the Collector of Bombay under No. 1,118, and assessed under No. 27.

Possession of the property will be given to the purchaser on completion of the purchase.

For further particulars and conditions of sale application should be made to the Undersigned, at his Office, No. 6, Apollo Street, Fort, or to the Auctioneers.

H. W. PAYNE,

Solicitor to Mortgagee.

Bombay, 27th January 1872.

BOURNE AND SHEPHERD,

PHOTOGRAPHERS,

No. 10, RAMPART ROW,

(Near the Esplanade Hotel.)

STUDIO FOR PORTRAITURE OPEN DAILY FROM 9 A.M. TILL 4 P.M.

BOURNE and SHEPHERD'S well known Photographs of Cashmere, the N. W. Provinces, Calcutta, the principal Hill Sanataria, the Grand Snow Scenes of the Himalayas, the Neilgherries, Southern India, and Ceylon, always on view, and, being all kept arranged in books, may easily be inspected.

BOURNE and SHEPHERD also beg to intimate that a series of Views of Bombay, Poona, and Matheran have lately been added to their Collection.

COLOURING.

Orders for Colouring executed in the best manner, in Oil, Water Colour, or Crayons. Specimens can be seen at their Rooms.

Bombay, 2nd January 1872.

T. CHATELAIN-MONTANDON,

WATCHMAKER, JEWELLER AND OPTICIAN,

By appointment to LORD and LADY NAPIER of MAGDAL

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

WEDNESDAY AFTERNOON.

MARKET dull and drooping.

BOMBAY BILL AND STOCK LIST.

BANKS.

No. of Shares	Nomi. value ₹ sh.	Paid up.	Last dividend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	4 p.ct.	Agra Bank	84
22,000	1,000	all	6 p.ct.	Bank of Bengal	1,4 0 nl.
10,000	500	all	5 p.ct.	Do of Bombay New	695
10,000	500	100	5 p.ct.	Do 2nd Ren. Issue	190
15,250	1,000	all	5 p.ct.	Do of Madras	1,300
10,000	250	all	6 p.ct.	Chartered Mercantile Bk. of I. L. & China	250
40,000	281/	all	12 pct.	Hongk. & Shanghai Bank	410 m'.
40,000	200	all	Nil.	Chartered Bk. of I. & C.	140
37,000	250	125	Nil.	National Bank of India.	89
16,000	250	all	12 do.	Oriental Bank	480

LAND COMPANIES.

4,000	3,000	all	Rs. 73	Colaba Land Co	1,425
6,000	150	all		Freer Land & Pier Co. Ltd.	120
250	2,000	2,000	Nil.	Mazagon Land	770
3,000	1,000	all	Nil.	Port Canning Land Company, Limited	355

RAILWAY COMPANIES.

.....	£20	218·0	p.c.	G. I. P. Railway Consolidated Stock	226
.....	£20	109·15	do.	Do. New £20 Shares	126
.....	£20	43·10·2	do.	Ditto	
.....	£100	1,000	do.	B. B. & C. I. Railway Co.	1,100
.....	£18	196·5·1	do.	Do. New Shares	235

SPINNING AND WEAVING COMPANIES.

400	2,000	1,700	150 ps	Albert Mills Co	1,400
600	1,250	all	Nil.	Alexandra Spinning	1,160
500	2,500	all	200*	Alliance Spinning	2,450
200	5,0 0	all	...	Bombay	2 6*0
900	1,000	all	50*	Bombay United	815
900	150	150	25*	Bronch Mills	160
750	2,000	all	...	Bmarmarsey Spinning	2,475
750	2,000	all	250 ps	Great Eastern	1,800
2,500	1,000	all	140 ps	Manockji Petit's	1,015
930	1,0 0	all	Nil.	Morarjee Spinning	850
800	2,500	all	125*	Oriental	2,480
690	2,500	2,400	210 ps	Royal	1,675

*Per share for the half-year

PRESS COMPANIES.

150	5,000	2,850	225 ps	Akbar Cotton Press Co	2,275
200	2,000	1,100	75 do.	Albert Co., Kurrachee	900
250	2,000	850	Nil.	Alexandra Press Co	740
150	12,000	11,000	200 do.	Apollo Press Co	7,300
200	2,0 0	all	215 do.	Bombay Press Co	2,050
300	500	all	53 do.	Do New	510
100	1,500	...	...	Carwar Company	800
500	1,250	all	40 ...	Dharwar Press Co	6,400
300	2,000	all	200 s	East India Press Co	3,100
175	3,500	all	1000 *	Fort Press Co	9,650
300	2,0 0	1,800	30 ps	Framji Cowasji Press Co	1,100
300	1,000	all	200 ps	French Press Co	875
200	6,000	4,000	225 ps	Hydraulic Press Co	2,375
250	5,000	1,467	75 ps	Imperial Press Co	1,100
200	5,000	2,000	100 ps	Kurrachee Press Co	1,000
2,000	400	350	60 ps	Mofussil Press & G. Co	635
125	2,500	all	250 ps	Prince of Wales Press	2,300
150	2,000	all	Nil.	Tinnevelly Press Co	1,000
225	2,000	1,000	250 *	Victoria Press, Madras	1,100

*Per share for the half-year.

MISCELLANEOUS.

.....	2,500	1,500	75 ps	Bombay Burmah Trading Corporation	1,100
50,000	50	all	4 p ct	Bombay Gas Company	55
600	2,0 0	200	21 ps.	Kurrachee Landing and Shipping Company	175
1,000	50	all	2 ps.	Mechanics Iron Works Co	30
2,000	500	all	40 ps.	Tramway & Co	400
3,000	250	all	6 ps.	Vicgas Patent Slip Co	85

BANKS IN LIQUIDATION.

			Date of Liquidation.		
.....	500	95	Jan. '66	Bank of Bombay	14
.....	95	19	2	Do. China	1
.....	250	2	Mar. '66	Central Bank	1
.....	...	...	...	East India Bank	1
.....	200	13	Feb. '67	Indian Peninsula	1
.....	200	70½	May '67	Royal Bank	2

COMPANY IN LIQUIDATION.

.....	5,200	2,400	Nov. '65	Back Bay Co ... ...

8

EXCHANGE.

On	Terms.	Rate.
London	At sight	1s. 11 1/64d. to 1s. 11 15/16d.
London Banks	6 months' sight	2s. 0 1/64d. to 2s. 0 5/16d.
Do. Credits ...	6 Do. do.	2s. 0 7/16d.
Do. Documents	6 Do. do.	2s. 0 1/2d. to 2s. 9/16d.
Calcutta	At sight	99
Do.	30 days' sight...	99
Do.	60 Do. do. ...	98
Madras	At sight	100
Do.	30 days' sight...	99
China	60 Do. do. ...	217

BOMBAY, BARODA, AND CENTRAL INDIA RAILWAY.

Approximate Return of Traffic for the Week ending 2nd Feb. 1872.

Open 349½ Miles.

	Rs.	a.	p.
Coaching	47,796	1	5
Merchandize	111,556	7	5
E rth Train	1,320	0	0
Electric Telegraph	999	0	0
Total Rs.	1,61,671	8	7

Corresponding week in January 1871.

Open 312 Miles.

Coaching	45,232	8	9
Merchandize	58,931	1	5
Electric Telegraph	501	7	6
Total Rs.	1,04,665	1	8
Increase	57,006	6	11

CALCUTTA.—3RD FEBRUARY.

The following transactions were reported :—

In Government Securities—

4 per cents. at Rs. 98-4 to 98-2 and 98, or 1-12 to 2 discount.

4½ per cents. at Rs. 101.

In shares—

Bank of Bengal shares at Rs. 1,410, 1,412½, and 1,415.

National Bank shares at Rs. 92.

The Assam Company have declared an ad-interim dividend of 5 per cent. on the crop of 1871.

At the meeting of shareholders in the Jorehaut Tea Company, held in London, an ad-interim dividend of 7 per cent. was declared on the crop of 1871.

BOMBAY GOVERNMENT TELEGRAPH OFFICE.—7TH FEBRUARY, 9 P.M.

Latest dates from United Kingdom.

Via Russia, 6th February, 11-30 P.M., Greenwich time. Time in transit, 54 minutes.

Via Red Sea, 7th February, 1-7 P.M., Greenwich time. Time in transit, 2 hours 10 minutes.

Latest dates from Continent of Europe.

Via Russia, 6th February, 4-20 P.M., Greenwich time. Time in transit, 3 hours 9 minutes.

Via Turkey, 6th February, 11-40 P.M., Greenwich time. Time in transit, 13 hours 40 minutes.

Via Red Sea, 7th February, 11-40 A.M., Greenwich time. Time in transit, 4 hours 10 minutes.

Latest dates from America.

Via Russia, 7th February, 2-21 A.M., Greenwich time. Time in transit, 6 hours 42 minutes.

The time occupied in the transmission of messages to Bombay from 9 P.M. of the 6 h to 9 P.M. of the 7th February is as follows:—

To Bombay.	Max.	Min.
From Calcutta	15 16	1 6
,, Kurrachee	1 19	0 5
,, Madras	1 25	0 8

TELEGRAPH LINE REPORTS.

KURRACHEE, 7th Feb., 9 P.M.—Latest dates from United Kingdom, via Russia, 7th Feb. 2 P.M.; via Turkey, 5th Feb., 12-30 P.M. From Continent of Europe, via Russia, 7th Feb., 12-12 P.M.; via Turkey, 6th Feb., 11-40 P.M. From America, vis. Russia, 7th Feb., 2-21 A.M. Cable right to Fao; Turkish line right to Pera; Persian line right to London.

LONDON, 7th Feb., 2 P.M.—Latest date received from Calcutta, 7th Feb., 2-47 P.M.

SHIPPING.

DAILY FREIGHT REPORT.—7TH FEBRUARY.

London	Cotton	£3 0s. 0d. Nominal.
	Cases	£1 0s. 0d. do.
	Seeds	£2 15s. 0d. do.
Liverpool	Iron Ships Cotton	£2 15s. 0d. to £2 17s. 6d
	Wooden Ships ,,	£2 15s. 0d.
	Myrabolns & Ch'r bdls	£2 10s. 0d.
	Seeds	£2 5s. 0d.
Havre	Cotton	£3 2s 0d.
	Coffee	
Overland	Steamers	£3 15s. 0d.
Liverpool via Suez Canal		£3 5s. 0d. to £3 12s. 6d.
China	Steamer Cotton	Rs. 6 per bale.
	,, Opium	Rs. 25 to 30 per chest
	Sailing Ships	Rs. 4 per bale nominal
Calcutta	Salt	Rs. 5 0 0 per ton
Calcutta to Bombay		Rs. 20 and Calcutta Port charges
Mauritius		Nothing doing.

ARRIVALS.

Feb.	Vessel.	Commander.	From
7	Mofussilite	Rae	London, Oct. 22.
	Kate Devonport	Duncan	Shields, Sept. 18.
	Backus Letchmy	Walkey	Chittagong, Jan. 5.

DEPARTURES.

Feb.	Vessel.	Commander.	Destination.
7	William Corry	Donaldson	Liverpool.
	Davina	Leisk	Zanzibar.

The following vessels began to load yesterday :—

Steamer Neera, to Liverpool.

Steamer Ellora, to China, &c.

HOOGHLY.

ARRIVALS.

Feb.			
3	Conflict	Symons	Liverpool, Nov. 4.
	Star of Hope	Little	San Francisco, Nov. 16.
4	Agra (s)	Boyd	London, Dec. 24.
	Arabia (s)	Mathew	Moulmein, Jan. 26.

DEPARTURES.

Feb.			
3	Deccan (s)	...	...
	Orchis (s)	...	...
	Fusi Yama	...	...
	Chohan	...	...
	Camperdown	...	...

MADRAS.

ARRIVALS.

Feb.		
4	Meinam (F. S.)	Galle.
	Himalaya (s)	Rangoon.

DEPARTURE.

Feb.		
4	Meinam (F. S.)	Calcutta.

DAILY IMPORTS.—7TH FEBRUARY.

FROM LIVERPOOL.

Sam Mendel, 20 barrels cement, J. Murdoch.

Stirling (s), 25 cases slates, Bhicoo Sazba and Co.

FROM LONDON.

Tagus (s), 115 cases sherry, Payne and Co.,

Ardgowan, 100 casks cement, Henry Rogers; 1 package gold paper, Abdool Ally Jewakan; 50 cases yellow metal sheets, David Sassoon and Co.; 60 cases yellow metal braziers, Shamjee Jadowjee.

Rollo (s), 100 cases gin, 4 cases curacoo, 4 cases chartreuse, and 20 cases vermouth, Edward Baudry and Co.

FROM TRIESTE.

Sphinx (s), 8 cases champagne, J. Neuberg.

DAILY EXPORTS.—7TH FEBRUARY.

FOR LIVERPOOL.

Norah Greame, 57 bales wool, Premjee Soomderjee; 180 bales cotton, Balabhoy Vizhoocan; 43 bales cotton, Lalljee Inderjee.

Undaunted, 50 bales cotton, Ritchie Steuart & Co.; 200 bales jute, Pestonjee Eduljee.

Bella Maria, 500 bales cotton, Gaddum & Co.; 50 bales cotton, Callianjee Naronjee; 15 bags saltpetre, Luckmidas Sewjee.

Penguin (s), 60 bales wool, Dayal Ruttonsey; 87 bales cotton, Govindass Cullianjee; 100 bales cotton, Runchordass Bapoobhoy; 132 bales cotton, Harridass Soonderdass; 30 bales hides, Ahmedbhoy Habibhoy; 4 bales wool, Soonderdass Mooljee; 77 bales cotton, Oodhowjee Guga; 2 cases shallac, M. Durmoolall; 10 cases peacock feathers and 2 bales hides, Peerbhoy Damjee; 1 case shawls, S. Shobaram; 58 bales cotton, Lallchund Mandayall.

Atalanda (s), 6 bales wool, Dharsey Mooljee; 50 bales wool, Doongersee Gopejee; 50 bales wool, Vizhoocan Amrutlall; 169 bales cotton, Stearns, Hebard & Co.; 105 bales cotton, N. J. Ebram; 48 bales cotton, David Sassoon & Co.; 100 bales cotton, C. A. Dickinson; 49 bales cotton, H. Bomanjee Touche & Co.

Durham (s), 100 bales cotton, Soonderdass Mooljee; 350 bags coffee, Farnham & Co.; 200 bales cotton, Manore Hurruckchund; 250 bales cotton, Soonderdass Mooljee; 48 bales cotton, Megjee Hoerjee.

Stirling (s), 172 packages saltpetre, Oomersee Chandabhoy; 100 bales cotton, Ewart, Latham & Co.; 65 bales cotton, Mahomedbhoy Abdool Rehimon & Co.; 20 bales hides, Jairaz Peerbhoy; 200 bales cotton, David Sassoon & Co.; 50 bales cotton, Jaitha Vuria.

Nocra (s), 400 bales cotton, Peel, Cassels & Co.; 3,250 bales cotton, Ralli Brothers; 1,030 bales cotton, Gaddum & Co.; 250 bales cotton, Soonderdass Mooljee; 320 bags galls, Visrambhoy Ebram & Co.; 1,500 bundles galls and 200 bales cotton, Mooljeebhoy Jewraz; 350 bales cotton, John Campbell & Co.

Khedive (s), 50 bales cotton, Finlay, Muir & Co.; 7 bales wool, Nursey Khuttow.

Prince Leopold, 500 bundles galls, Megjee Hoerjee.

Manila, 1,000 bundles galls, Soonderdass Vagjee.

FOR LONDON.

Khedive (s), 26 cases blood stones, Ardaseer Dorabjee; 53 pieces E. teeth, Shurceff Durvesh; 1 case coffee, Edward Baudry & Co.; 19 bundles E. teeth, Suckoor Futtabhoy; 52 boxes Secotra aloes, H. Jumail; 21 cases fishmaws, Currimbhoy Ebram; 150 cases olibanum, Mooljeebhoy Jewraz.

FOR HAVRE.

Glenavon, 200 bales cotton, E. Spinner & Co.; 300 bales cotton, Kunkler, Preiswerck & Co.; 1,0 0 bales cotton, George Lockhart & Co.; 300 bales cotton, Jules Siegfried & Co.; 125 bales cotton, Damjee Shamjee.

Khedive (s), 50 bales cotton, Sc Tyabjee & Co.

Ivanhoe, 54 bales cotton, Corjee Ludha.

FOR VENICE.

Khedive (s), 100 bales cotton, Nusserwanjee Manockjee & Co.

FOR FALMOUTH.

M. de St. Aldegonde, 200 bales cotton, H. Clason & Co.

FOR GENOA.

Khedive (s), 150 bales cotton, Nusserwanjee Manockjee & Co.

FOR TRIESTE.

Sphinx (s), 100 bales cotton, B. I. S. N. Co.; 50 bales cotton, Gaddum & Co.

Khedive (s), 50 bales cotton, Gaddum & Co.

FOR SUEZ.

Sphinx (s), 136 bags coffee, Behrend Brothers.

FOR HONGKONG.

Burmah (s), 150 bales cotton, Wagjee Khetsee.

Ellora (s), 483 chests M. opium, Dadabhoy Cowasjee Tata.

SALES AND PURCHASES.

The undermentioned Sales are reported to have been made yesterday by European houses :—

PIECE GOODS.

500 pieces	Grey Shirtings		40 inch	39 yds.	6 lbs.	4	5 3
500	,,	,,	40	,, 39	,, 6 lbs.	4	5 0
700	,,	,,	40	,, 39	,, 6 lbs.	4	6 0
500	,,	,,	40	,, 39	,, 7 lbs.	4	13 0
500	,,	,,	40	,, 39	,, 8½ lbs.	5	12 0
250	,,	,,	45	,, 39	,, 7 lbs.	5	0 0
250	,,	,,	45	,, 39	,, 8 lbs.	5	11 0
1,000	,,	,,	45	,, 39	,, 8 lbs.	5	10 0
500	,,	,,	45	,, 39	,, 9 lbs.	6	8 9
500	,,	,,	40	,, 39	,, 6½ lbs.	4	8 2
500	,,	,,	40	,, 39	,, 8½ lbs.	5	11 6
1,000	,,	,,	40	,, 39	,, 8½ lbs.	5	12 0
1,00	,,	,,	40	,, 39	,, 8½ lbs.	5	10 0
500	,,	,,	40	,, 39	,, 8½ lbs.	5	10 0
1,000	,,	,,	40	,, 39	,, 8½ lbs.	5	10 0
1,5 0	,,	,,	40	,, 39	,, 8½ lbs.	5	11 6
500	,,	,, Cambrics (B. E.)	50	,, 24	,, 5½ lbs.	3	11 6
1,500	,,	,, Madapollams	32	,, 24	,, 3 lbs.	3	2 3
1,500	,,	,,	32	,, 24	,, 3 lbs.	2	2 9

COTTON.

100 candies	New Agra (ready)	Rs.	205
25 ,,	,, Broach ,, ...	,,	274
200 ,,	,, Broach M.G. (15 days)	,,	295
250 ,,	,, ,, ,, ...	,,	295
100 ,,	,, Khandeish (Ready)	,,	265 to 266
100 ,,	,, Dhollera (10th May)	,,	270
250 ,,	,, ,, ...	,,	270
250 ,,	,, Akole (15 days)	,,	282
100 ,,	,, ,, (ready)	,,	280
50 ,,	,, Oomrawuttee (8 days)	,,	276
150 ,,	,, Hingunghaut (8 days)	,,	300
25 ,,	,, Verungaum (10th May)	,,	262
100 ,,	,, Barsee (25 days)	,,	273
100 ,,	,, Old Dhollera (ready)	,,	244
50 ,,	,, Sawginned Dharwur (ready) ...	,,	260
25 ,,	,, Oomrawuttee ,, ...	,,	245
225 ,,	,, Compta (20 days)	,,	219
25 ,,	,, Veravul (ready)	,,	221

METAL.

200 cwts.	Red Lead	Rs. 13-12
600 ,,	Yellow Metal Braziers	,, 39

MILITARY.

ARRIVALS.—FEBRUARY 7.

Parr, Assistant Surgeon, Royal Artillery, on leave, from Kirkee.

Pasley, Major, Wing Officer, 34th B. N. I., on leave, from Morar.

Wardrop, Major, Offg. Adjutant General, on duty, from Poona.

DEPARTURE.—FEBRUARY 7.

Nicholson, Captain, 108th Foot, on duty, to Deesa.

BOMBAY ARMY ORDERS.

BY HIS EXCELLENCY THE COMMANDER-IN-CHIEF.

Adjutant General's Office, Head Quarters, Poona, 7th February 1872.

The C.-in-C. is pleased to make the following appointments :—

1st Regt. Light Cavalry—Capt. A. R. Heyland, Offg. 3rd Squad. Officer, to be Offg. 1st Squad. Sub., vice Owen, who, at his own request, will remain attached to the 2nd Light Cavalry.

Capt. Heyland will continue to officiate as 3rd Squad. Officer in addition to his own duties.

18th Regt. N. I.—Capt. W. T. Eden, Offg 2nd Wing Sub., to be Offg. 1st Wing Sub.

The undermentioned officers have leave of absence :—

Royal Horse Artillery—Lieut. H. H. Hardinge, C Battery D Brigade, from 27th Jan. to 5th Feb. 1872, to Bombay, on medical certificate.

Royal Artillery —Col. R. C. Romer, 9th Brig., to England, for 12 months, from date of embarkation, on urgent private affairs.

Royal Artillery —Lieut. H. H. Hardinge, C Battery D Brigade, from 27th Jan. to 5th Feb. 1872, to Bombay, on medical certificate.

Lieut. Col. R. A. Morse, 18th Brigade, from 7th January to 6th July 1872, in England, on medical certificate.

Lieut. A. G. Saunders, No. 5 Battery 4th Brigade, to England, for 6 months, from date of embarkation, on private affairs.

15th Hussars—Maj. B. Burrell to remain in England from 6th Nov. 1871 to 28th Feb. 1872, unless previously gazetted out.

Staff Corps—Col. W. L. Cahusac, Comdt 10th N. I., for 30 days, from date of departure, preparatory to proceeding on furlough.

Capt. H. Phillips, 3rd Squad. Officer 2nd Light Cavalry, from 25th Feb. to 25th March 1872, preparatory to proceeding on furlough.

ORDERS BY THE COMMANDER-IN-CHIEF IN INDIA.

Head Quarters, Camp Delhi, 29th January, 1872.

The following orders are confirmed :—

Agra Brigade Order, dated the 13th Jan. 1872, directing Asst. Surg. D. McEwen, M.B., R. A., to proceed to Muttra, to receive temporary medical charge of the hospital 11th Hussars, and appointing Asst. Surg. R. A. Cuthbertson, 65th Foot, to the medical charge of the Royal Arty, and the detachment 62nd Foot, in addition to his other duties.

Darjeeling Station Order, dated the 1st Jan. 1872, directing Staff Asst. Surg. G. F. Churchill, M.B., in medical charge of No. 3 Hat. 5th Brig. R. A., to receive over from Staff Asst. Surg. St. J. Kilbey medical charge of the Staff of the convalescent depot, and of the garrison cells, together with hospital records, &c., of the depot, as a temporary measure.

Lucknow Brigade Order, dated the 11th Jan. 1872, directing Asst. Surg. A. Allan, M.D., 1st Batn. 17th Foot, to receive over from Staff Asst. Surg. J. Inkson, M.D., medical charge of the military prison, as a temporary measure.

Attock Garrison Order, dated the 6th Oct. 1871, appointing Staff Asst. Surg. A. Thompson, M.D., to the medical charge of the European garrison hospital, and bring him on the strength of the garrison, vice Staff Asst Surg. T. White, M.D.; also appointing him to the medical charge of the station, in addition to his other duties.

Dated the 8th Oct. 1871, appointing Staff Asst. Surg. A. Thompson, M.D., to the medical charge of the native portion of the garrison, in addition to his other duties.

6th Foot, 1st Batn.—Regtl. Order, dated the 31st Oct. 1871, making the following temporary arrangements :—

Capt. J. FitzGerald to officiate as Interpreter, from the 21st Oct. 1871, vice Local Capt. R. M. T. Stafford, permitted to remain with the detachment at Peshawur.

Ens. E. H. Cross-Scott to perform the duties of Adjt., from the 15th to the 22nd Oct. 1871, during the absence on duty of Adjt. G. W. B. Collis.

The undermentioned officers have leave of absence :—

4th Hussars.—Lt. W. A. Ramsay, to Bombay, from the 22nd Jan. to the 22nd Feb., to appear before a medical board.

5th Lancers.—Lt. R. Chambers, to England, overland, from date of embarkation, to appear before a medical board.

2nd Foot (1st Batt.).—Asst. Surg. E. Townsend, M.D., to England, overland, from date of embarkation, to appear before a medical board.

Gr.—Mr. A. Berry, to England, overland, from date of embarkation, to appear before a medical board.

10th Foot (2nd Batn.).—Lt. (Local Capt.) W. N. Whitty, to England, overland, from date of embarkation, to appear before a medical board.

17th Foot (1st Batn.).—Maj C. G. Grant, to England, overland, from date of embarkation, to appear before a medical board.

Lt. A. H. Bertie, to England, overland, from date of embarkation, to appear before a medical board.

Lt. G. L. Field, to England, overland, from date of embarkation, to appear before a medical board.

19th Foot (2nd Batn.).—Surg. E. L. Hifferman, to England, for six months, from date of embarkation, on urgent private affairs.

29th Foot.—Ens T. W. Conran, to England, overland, from date of embarkation, to appear before a medical board.

45th Foot.—Surg. J. H. Finnemore, to England, overland, from date of embarkation, to appear before a medical board.

58th Foot.—Capt. C. Bowling, to Bombay, for one month, from date of leaving regiment, to appear before a medical board.

62nd Foot.—Capt. J. L. Kelly, to Bombay, for one month, from date of leaving regiment, and thence to England, from the 1st March 1872 to the 30th June 1873, on private affairs.

96th Foot.—Lt. F. Darling, to England, overland, from date of embarkation, to appear before a medical board.

Staff Corps.—Col. E. Bradford (doing duty at Fort William), for fourteen days, from date of availing himself of the same, preparatory to embarkation, for Europe, on furlough, on private affairs.

Lt. Col. A. Irvine (doing duty at Benares), to Bombay, for one month, from date of quitting station, preparatory to embarkation, for Europe, on furlough, on private affairs.

Maj. H. R. Osborn (2nd in Comd. 5th Ben. Cav.), to Calcutta, for one month, from date of leaving regiment, preparatory to furlough, to Europe, on private affairs.

Late 40th N. I.—Capt. E. Vincur (doing duty 5th N. I.), from the 15th to the 30th Oct. 1868, in extension of the period granted in G. O. C. C. of the 14th Oct. 1868.

LEAVE—STAFF—PAY.

The following General Order, by the Government of India in the Military Department, is republished :—

Addendum—Under the authority of the Right Hon. the Secretary of State for India, the following addition is made to Clause IX. of the Furlough Regulations published in G. G. O. No. 1054, dated 10th November 1868 :—(After the words "intervals of six years" in the sixth line, insert the words " and so on up to the maximum hereafter prescribed."

Clause XV. will hereafter be as follows :—" XV.—If the aggregate of two years' furlough is exceeded, whether on medical certificate or private affairs, the officer will vacate his appointment and be restricted to English furlough pay."

Order books to be corrected accordingly.

NOTICE.

THE *Bombay Gazette* is now sent POST FREE to Subscribers in any part of India.

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DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BIRTHS.

BAINBRIDGE—January 20th, at Abbottabad, the wife of Major F. T. Bainbridge Commanding 4th P. I., of a daughter.

CARTER—February 3rd, at No. 6, Short Street, Calcutta, Mrs. T. E. Carter, of a daughter.

DAVIES—February 2nd, at Mowbray Road, Royapettah, Madras, the wife of G. C. W. Davies, Esq., of a daughter.

MARSHALL—February 3rd, at the Medical Hall, Agra, the wife of Mr. H. Marshall, of a son.

MILLS—January 27th, at Bareilly, the wife of Colonel Henry Mills, Deputy Assistant Commissary General, of a daughter.

DEATH.

JAMES—February 1st, at Calcutta, Alice Emeline, the beloved wife of Mr. E. R. James, Asst., Foreign Office, aged 25 years, 3 months, and 15 days.

All CHEQUES, MONEY ORDERS, and other Remittances, sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

All Communications respecting Advertisements should be addressed to the "Advertisement Department." *Bombay Gazette* Office, Bombay.

The Bombay Gazette.

THURSDAY, FEBRUARY 8, 1872.

THERE is a ring in the concluding words of the Queen's Speech,—in which Her Majesty calls on Parliament and the people "to sustain the "efforts of the Crown in the discharge of its "duties, in upholding the rights of the country, "and defending the honour of the Empire,"—that awakens memories of the old times. It is a comfort to hear the phrase, "the honour of "the Empire," used once more by a Liberal Ministry for some other purpose than to point a sneer at men who believe England ought to have a vigorous foreign policy. Mr. Gladstone has, apparently, found out at last that Englishmen care about something besides the Ballot and the grievances of the Nonconformists. Possibly the omission may be the fault of the compiler of the telegram, but there is no mention whatever of the Ballot in the list of Bills to be brought forward this Session; and, what is more significant of Ministerial weakness, the Cabinet has shrunk from fulfilling the engagement some at least of its members are understood to have entered into with the Irish priests, to establish a denominational system of education in Ireland. The programme of new measures is, indeed, very short, and its brevity may be accepted as a proof that the Government hardly itself expects to last through the Session.

We are unable, at the time of writing, to say what are the exact words of the paragraph in Her Majesty's speech relating to the Alabama question. Reuter's Agent has, at our request, telegraphed to London for a repetition of that part of his message; and we think that his subscribers and the public have a right to complain that they have not been fairly dealt with in this matter. The London Agency, in its anxiety to injure a rival Agency, which was the first to give us the news that the British Cabinet had resolved not to carry out the Treaty of Washington, sent us a telegram a few days ago declaring the statement to be untrue. Bolton's message turns out, however, to have been quite accurate; and it is Reuter's correction that should be called "untrue." Indeed, we are surprised that, after the articles that had appeared in the Ministerial papers in London, any well informed person should have taken upon himself the responsibility of misleading the public here by distinctly asserting that Bolton's telegram had conveyed false information. Yet now, when we look for the Queen's Speech to clear up our doubts, we find the Alabama paragraph slurred over in such a fashion as to prolong the uncertainty. It is not by management of this kind that Reuter's Agency will succeed in crushing a rival; it will only injure its own reputation.

The speeches of Mr. Disraeli and Lord Granville show, however, that the spirit of the English people is fairly roused, and that there is now no fear of Parliament making any unworthy concessions to the States. It rests with the Americans, therefore, to decide whether they will abandon the treaty altogether, or give up their indirect claims for the chance of getting a couple of millions or so of hard cash by the award of arbitrators.

THE leading articles of the *Indian Statesman* may be divided into two classes—those which Mr. Knight devotes exclusively to the praise of his own wisdom and virtue, and those in which fresh studies on this pleasing and inexhaustible theme alternate with indignant strains denouncing the malignity, insincerity, and hardness of heart of the Editor of the *Bombay Gazette*. It pleases Mr. Knight to believe that the present Editor of the *Gazette* was created for the special purpose of playing the part of Ahriman to his Ormuzd; and he is never weary of assuring the public that our highest ambition as a journalist in India has always been to say No to his Yes. It is amusing to see that, cherishing this delusion, he is illogical enough to accuse us of inconsistency in our opinions. If Mr. Knight himself has always been, as he says he has, perfectly consistent in his own opinions, it follows, on his own showing, that we also must have remained perfectly consistent in ours. If he, ever steadfast and true, with his hand on the helm and his eye fixed on the Pole Star, has kept his course aright in all weathers, it is physically impossible that we can have been all the time "boxing the compass" without ever steering the same course as his own. Let Mr. Knight try the experiment in his own Commercial Exchange Rooms, in which there is plenty of vacant space, of standing up face to face with Mr. Manockjee Pestonjee Tuback, and then making Manockjee go round him while he stands still, and he will find that, unless either of them can achieve the difficult feat of turning his back upon himself, they cannot continue staring at one another all the time his friend is describing a circle. If their relative positions are to remain unchanged, they must both turn together, like a couple of wax-work figures in Madame Tussaud's; and, in like manner, if we have been "boxing the compass" for the last twelve years, Mr. Knight must have been boxing it too, or we must have sailed together on some tack or other in the course of the long voyage. This, as Manockjee would no doubt say, is clear.

Whether Mr. Knight has been consistent or inconsistent in his policy is, however, a matter of very little consequence to us, or, we imagine, to anybody else. What concerns us is to refute the charges of insincerity he has brought against us; and we shall do this as briefly as possible. First, with reference to the Inam Commission, Mr. Knight says:—

"The present editor of the *Bombay Gazette* arrived in the country when the exposure was already complete, and a Committee of the House of Commons had laid its hand upon the tribunal. There was hardly a well informed man anywhere in the country, that did not admit and deplore the error of its proceedings; but because, and for no other reason apparently, the *Bombay Times* had been identified with its overthrow and the rescue of the people therefrom, the editor of the *Bombay Gazette* at once came to the front as its defender, and for years afterwards whenever the subject came up, could see nothing but what was right and just and proper in the work of a tribunal that was a scandal to the British name. The same writer, who is so concerned for the ryot to-day was upholding but a few years ago the attempt to destroy every freehold in the country. From 1860 to 1864, the Inam tribunal which was confiscating we say every freehold, was (according to him) a very much maligned body."

Now, we challenge Mr. Knight to produce a tittle of evidence in support of this indictment. We can find only one article in the file of the *Gazette* for 1860 on the Inam Commission. That article was not written by the present editor, who, being new to the country, refrained from opening up again a question decided before his arrival in India; but

made a surmise to that effect, "If there was a gun in action in the embrasure, the fire at it would possibly not be quite as steady as it was." It being undetermined whether the palm-trees are as impregnable when dry as when freshly cut, it has been ordered that these stockades and embrasure shall remain in their present position (that is to say, if the river lets them) till next year, and then, when they have had lots of time to get thoroughly dried, they are to be hammered at again. I fear I have been slightly frolic in my ramblings about this Artillery practice, but it may interest some.

Next year we shall have a camp probably not a thousand miles from Nagpore, but next year is a long way off; some more troublesome Kookas or other misguided beings may try conclusions with us, and the few rupees necessary to carry through a Camp of Exercise be denied by our Chancellor of the Exchequer. I must now conclude my last letter from the Camp of Delhi. They have been written at odd hours and sometimes when tired and sleepy, but such as they are this is the last from your "Own Correspondent."

LORD NAPIER ON THE CAMP OF EXERCISE.

CAMP GENERAL ORDERS BY HIS EXCELLENCY THE COMMANDER-IN-CHIEF.

HEAD QUARTERS CAMP, DELHI, 2nd Feb. 7.

1. The experiences gained in war pass away with the actors in the scene and are forgotten in a long peace.

2. The Camp of Exercise at Delhi has given us an opportunity, during the last two months, of renewing the lessons of war modified by the teaching of the present day.

3. The Commander-in-Chief feels assured that very great benefit has resulted from the Camp of Exercise, and that all engaged in it will return to the study of their profession with increased interest and capability.

4. It must be remembered that Camps of Exercise are not intended to teach the elementary instruction which should be learnt in cantonments, and the Commander-in-Chief would earnestly engage all officers holding high commands in the numerous garrisons in this Presidency to cause the chain of practical instruction in Field Exercises to be carried through all grades, so that each officer, of whatever rank, shall be competent to teach, and be held responsible for the training of those who are especially under his command.

5. His Excellency is also desirous to see officers exercised as often as possible in grades of superior responsibility to their own.

6. If this course is steadily pursued, the labours of command will be comparatively easy.

7. Lord Napier of Magdala has not failed to observe instances of special zeal and ability in exercising command and in imparting instruction; His Excellency requests the Generals of Divisions and the Heads of Departments to submit the names of any officers whom they consider to have distinguished themselves by intelligence, and to merit being brought to the Commander-in-Chief's notice.

8. The time for breaking up the Camp of Exercise having arrived, Lord Napier of Magdala desires to express to the Officers Commanding Divisions, Brigades, and Regiments, to the Umpire Staff, and to the several departmental officers, his best thanks for the zealous assistance they have given in working out the objects of the Camp, and the endeavours they have made to render it instructive.

9. His Excellency has been highly gratified by the excellent discipline of the troops, both European and native, and the zeal and soldierly spirit with which they have entered into the operations in which they have been engaged.

10. Lord Napier of Magdala is greatly indebted to the Adjutant-General's and Quarter-Master-General's Departments.

11. Compilations from the best military authors have been prepared and circulated.

12. The theatre of operation has been rapidly surveyed, and maps freely distributed.

13. The difficult duties of the Commissariat Department have been efficiently fulfilled.

14. The medical and sanitary arrangements have been in every respect satisfactory.

15. The Provost Marshal's duties have been carried on in a very creditable manner.

16. The observations of the Commander-in-Chief on the several operations will be communicated hereafter.—By order, &c.,

FRED. THESIGER, Colonel,
Adjutant-General.

BOMBAY.

FAIR.—A fair will be held this day at Walkeshwur.

HIGH COURT.—The Hon. Mr. Justice Bayley yesterday sat in the Appellate Side of the High Court.

SUITS IN THE SMALL CAUSES COURT.—During the first two days of this week, 242 new suits were filed in the Small Causes Court.

ACCIDENT.—On Tuesday, a woman named Bheema fell into the hold of the ship Astarte. She was seriously hurt, and was conveyed to the Jamsetjee Hospital.

THE BOMBAY BAPTIST CHAPEL.—The corner stone of the Bombay Baptist Chapel, now being erected in Bellasis Road, Byculla, will be laid on Monday next at 5 p.m.

THEFT.—Mr. Nana Morojee yesterday sentenced one Mahadoo Bapoo to receive eight stripes for stealing a neck ornament belonging to a Maratha named Bapnak Baynak.

THE FUND FOR THE PERSIAN PARSEES.—Messrs. Godrez Mehrban and Co., Persian merchants, have received in all up till Monday Rs. 16,457 on account of the Persian Famine Fund.

THE CIVIL FUNDS FRAUDS.—At the Criminal Sessions yesterday morning Sir Charles Sargent said he would sentence the accused after he heard the second charge which was preferred against him.

EDUCATIONAL.—Mr. Peile, the Director of Public Instruction, who is now on his inspectorial tour to the Southern Maratha Country, is expected to arrive in Bombay in the beginning of next week.

THE ILLNESS OF THE PRINCE OF WALES.—The vernacular papers recommend that the 20th instant, the day appointed for offering prayers for the restoration to health of H. R. H. the Prince of Wales, should be observed as a holiday.

THE MUNICIPALITY.—The *Bombay Summachar* states that the Acting Municipal Commissioner has made a reduction of Rs. 100 in the salary of Mr. H. B. Vicajee, Assistant Municipal Commissioner, who used to get Rs. 700 per month.

We beg to remind our readers that the musical entertainment at the Indo-British Institution to-night is the final one of the season, and we hope therefore there may be a full house. The Secretary wishes all seats to be reserved as early as possible to-day.

MEDICAL DEPARTMENT.—The following promotions have been made in the Subordinate Medical Department to complete the establishment:—Assistant Apothecaries Benedito de Mello, No. 55, and Calisto Francis Luis, No. 57, to be Apothecaries.

DILAPIDATED STATE OF A HOUSE.—The house No. 33, in Tod Street, Fort, is in a dilapidated state and likely to fall, and information has been given to the engineering department of the Municipality to take necessary measures to have the house vacated.

THE CASE OF THE KOTWAL OF MHOW.—We learn that the appeal in the case of the Kotwal of Mhow has been fixed for hearing for Saturday the 10th inst., before Captain Berkeley, Session Judge of Indore. Mr. Inverarity and Mr. Pestonjee Dinshaw have been retained on behalf of the appellants.

SMALL CAUSES COURT.—During last month N. Spencer, Esq., Third Judge of the Small Cause Court, disposed of in all 662 cases. In 633 of the cases, verdict was given for plaintiffs, in 14 verdict for defendants, and non-suits were entered in 15 of the cases. In 43 of the cases professional gentlemen were engaged.

FIRE AT GIRGAUM.—At a late hour last night a fire broke out near the Government stables at Breach Candy Road. Several huts were destroyed, and one or two horses were burned to death. Other horses which were in stables adjoining were removed and saved. The Fire Brigade were soon on the spot, and after some time the fire was quenched.

OLD OFFENDERS.—Four natives were yesterday charged before Mr. Nana Morojee with being found between sunset and sunrise armed with dangerous and offensive weapons with intent to commit a felonious act. Three of the offenders were convicted, and each sentenced to three months' rigorous imprisonment; while the fourth was acquitted.

A NEW DHURUMSHALL FOR HINDOO TRAVELLERS.—We learn that Mr. Soonderdas Moojee, the enterprising Hindoo gentleman whose name is well known in connection with the New Cloth Market, outside the Fort, intends to erect a dhurumshalla for Hindoo travellers. The dhurumshalla is to be erected in the compound of the Bhowlesh wur-temple, and it will cost about Rs. 30,000.

A NEW ASSOCIATION AT KATTYWAR.—We observe that under the auspices of the Princes and Chiefs at Kattywar, an Association called "The Kattywar Rajusthanee Subha" has been started in Kattywar. The Association aims at "protecting the rights and privileges of the natives of Western Indian." Mr. Dinshaw Ardaser Talayarkhan, late editor of the *Guzerat Friend*, has been appointed Secretary.

THE INDIAN FINANCE COMMITTEE.—The *Jam-i-Jamshed* recommends that some competent natives of Bombay, well versed in finance, should be sent to England to give evidence before the Indian Finance Committee. Our contemporary thinks that Messrs. Dadabhoy Nowrojee and Nowrojee Furdoonjee with all their abilities are not fit to represent the cause of the natives of the whole of the Bombay Presidency. The paper puts a pertinent question, "Are there no other natives throughout the Bombay Presidency competent to give evidence before the Committee?"

"INDIAN-ENGLISH CORRECTED."—Such is the title of a useful little manual published by Mr. H. S. K. Bellairs, M.A., of the Inner Temple, Professor of English Literature, Elphinstone College. The author tells us that the book is intended for the benefit of those who have made English their study for some years, and, amongst them, especially for school-masters. It can easily be made useful by those for whom it is intended. Incorrect sentences, taken from essays, exercises, and letters written, we suppose, by natives, are given on one page, with the corrected sentences on the next. A number of applications for employment, written in "high flown," loose, and incorrect English, are also given, with corresponding applications, containing almost the same matter, but written in neat, terse, and correct English. "The great reason," says Mr. Bellairs, "why so many boys and men in this country remain fourth or fifth-rate English scholars after many years' study is to be traced to this fact—that scholars are suddenly turned into masters long before they have learned to use the English language correctly; and it follows, therefore, as a matter of course that, instead of correcting, they actually propagate mistakes. I do not know of any other country in which a boy, who has managed to scrape through a moderately difficult examination, is forthwith appointed to teach other boys (often older than himself) a foreign language." We think the manual will prove very serviceable to native students of English.

SUSPICIOUS DEATH.—On Tuesday, a report was made to the police that on the 30th of last month, a Khoja woman named Shimutbaee, aged about twenty two years, was murdered by her husband, a bricklayer by profession, by name Manock Hajee. It appears that the woman died on the 30th January, and was buried on the following morning. A week afterwards it was rumoured among the Khoja people that the woman was murdered by her husband, and this was reported to the police. The body was then disinterred, and a Coroner's jury was empannelled yesterday upon it to enquire as to how she came to her death. From the evidence, it appeared that she was married to the bricklayer about thirteen years ago. She was last seen alive, but unwell, about seventeen days ago, when she came to her mother's house to visit her son-in-law who was ill. She told her mother that she had been suffering from fever, and had been ailing for some time. She complained of a sensation of a ball moving in her stomach, and was constantly attacked with vomiting. She complained also of a pain in her chest, for which she applied plaster. Two or three days after deceased sent a man to say to her mother that she was very ill. Afterwards the mother was informed that she was dead and buried, but the husband did not inform her of it. The mother had not the faintest suspicion that the deceased met with any foul play at the hands of her husband, who was always kind to her. The enquiry has been adjourned till the 16th instant.

CHROMO-LITHOGRAPH PICTURE OF THE TAJ AT AGRA.

Messrs. THACKER, VINING & Co. have just received from England a number of copies of a magnificent chromo-lithograph picture of the far-famed Taj Mahal at Agra, which have been prepared from a water colour sketch made by Mr. Walter, Paris C.E., late of Bombay. The Taj and the adjoining mosques form such a delightful *ensemble* that even an indifferently good picture of them is certain to demand some admiration; but the picture which has just been sent out from home, strictly correct in drawing, beautifully yet delicately coloured, and showing with wonderful clearness the mosaic and lattice work, has been, we know, much admired by professional artists. The view of the Taj is taken from the steps of the ghat close by on the Jumna, so that not only have we a picture of the rectangle enclosing the Taj, but also of the neighbouring masjid and a little bit of the river and its banks. Mr. Paris may well be proud of the picture which has been prepared from his drawing, and we feel certain that of those who see it, few will not wish to obtain a copy.

HIGH COURT.—8TH FEBRUARY.

(Before the Hon. Mr. Justice BAYLEY.)

PART HEARD MOTION.

430-69—Hearn, Cleveland, and Peile—Burjorjee Jamsetjee, v. Doraibjee Framjee V. and another—Manisty and Fletcher.

LONG CAUSES.

315-73—J. Cleary—Fatmabeebee and another v. Sha Vundravundas Vizlall—G. J. Mody.

211-70—Rimington, Hore, and Langley—E. M. Settna and Co. v. Nowrojee Eduljee Moogasett—Keir, Prescot, and Winter.

696-73—C. Tyebjee—Ali Ebrahim v. Howan Ramjee—Macfarlane and Skipsey.

44-71—Macfarlane and Skipsey—Hajee Esmael Hajee Habib v. Bhimjee Purshotam—Manisty and Fletcher.

SHIPPING ITEMS.

THE SHIP MOFUSSILITE, 1,013 tons, Captain A. C. Rae, arrived yesterday from London, October 22nd, with a general cargo.

THE BARQUE DAVINA, 425 tons, Captain Henry Leisk, sailed yesterday for Zanzibar with a general cargo and the following passengers:—Mr. W. W. Goodeve, forty Mahomedan and six African convicts.

THE S. S. WILLIAM CORRY, 1,323 tons, Captain R. Donaldson, sailed yesterday for Liverpool, via the Suez Canal, with a cargo of 5,718 bales cotton, 417 bales of wool, 802 cwts. of gulls, and 3152 cwts. of coir yarn.

THE SHIP KATE DEVONPORT, 1,013 tons, Captain H. C. Duncan, arrived yesterday from Shields, September 18th, with a cargo of 1,727 tons of coals. The vessel is consigned to Mr. Nusserwanjee Manockjee Pitty.

THE BARQUE BACKIA LETCHMY, 560 tons, Captain J. Walkey, arrived yesterday from Chittagong with a cargo of 9,075 bags of rice belonging to Hajee Mahomed Sidick. The vessel is consigned to Messrs. Blay and Mackintosh.

THE ARRIVAL OF THE KING OF SIAM.

HIS MAJESTY THE KING OF SIAM being excepted to arrived at the Railway Station, Byculla, at 10-45 A.M. (Railway time) to-morrow, H. M. 19th Regiment N. I. will furnish a guard of honour, in full dress, consisting of a wing, with a proportion of officers, with band and colours, to be at the Railway Station at 9 A.M. The guard will pay the honours due to crowned heads on His Majesty entering the carriage to leave the station. The guard will be drawn up within the enclosure of the station.

The detachment 1st Light Cavalry will furnish one squadron in full dress as an escort to attend His Majesty to Government House, Parell. The escort to be ready at 9 A.M. at the cross-road outside the Byculla Railway Station. On His Majesty arriving at Government House the escort will form up in front of the entrance.

The detachment 83rd Regiment will furnish a guard of honour in full dress, consisting of 220 rank and file, with band, to be drawn up in front of the guard house at Government House, Parell, and will pay the honours due to His Majesty on his arrival. The detachment will proceed by rail under arrangement to be made by the Quarter Master General.

The B.9 Royal Artillery, in full dress, will be drawn up within the grounds at Government House, Parell, at 9 A.M., to fire a royal salute as soon as the carriage conveying His Majesty arrives at the gate. The position will be pointed out by one of His Excellency the Governor's staff.

THE DENGUE FEVER EPIDEMIC.

We mentioned in the *Bombay Gazette* the other morning the recent sickness on board the Dalhousie. As the statement made about the troops was not literally accurate, about ninety of the 2nd Queen's having been landed at Vingorla after being on board the ship a couple of days, the following particulars may be interesting:—

These men were all free from sickness when they went ashore. About forty or fifty belonging to the artillery, with wives and children, went on to Cannanore in the vessel, and were landed there on the morning of the fourth day. Of these, the fever had laid hold of ten (including women and children). They were isolated at once on landing, but, notwithstanding that precaution, the disease spread through the station very quickly. It is as well to know that the fever did not originate on board the Dalhousie, but was evidently brought on board from the shore here in Bombay; and we believe that many of our harbour officers have been violently attacked by the same distemper. This fever, which is now supposed by medical men and others to be dengue or breakbone fever (common in the West Indies, and sometimes met with at Zanzibar), had made its appearance in the town and Dockyard some time before it got on board the ship, and the pilots say that other vessels besides the Dalhousie have it on board. It broke out in Aden somewhere about last June, and stuck to the place for several months, and punished, it is believed, a vast number of people, including the British Resident.

The medicos are trying to discover how it first appeared in Bombay, and whether it was brought here from Aden. It is generally considered to be quite a new importation, and very few people believe it to be an Indian fever, or belonging to this part of the world. Break-bone fever is said not to be dangerous to life, but it certainly is, without any exception, the most infectious malady it could be a community's misfortune to come across. It spreads with the utmost rapidity, and knocks one over without the slightest warning; and the moment it takes hold of you one becomes completely floored. Since it is so wonderfully infectious, it is strange that more has not been heard about it. The fever itself usually only lasts for two or three days; then in many cases a slight rash appears, and afterwards pains in the limbs succeed, which last for weeks or months, and then pains are sometimes so severe that the patient is completely crippled.

No case of fever has occurred in the Dalhousie since the 24th ultimo, but nevertheless every article of kit is being daily disinfected. A remedy for the distemper is urgently sought, and none appears as yet to have been found. Sea bathing has been suggested, but it does not appear to remove the pains, though it has been given a fair trial. Doubtless there are many people in Bombay who have visited the West Indies, and may even have been favoured with *break bone fever*, and perhaps may be aware of the means of getting rid of its effects, and if such would advance their information, it may result in hundreds obtaining relief, who at present need it much.

THE TYCOON TROUPE.

THE performance of this clever troupe in the Town Hall on Tuesday evening was very successful, a large audience assembling to greet them. H. E. the Governor and suite were present, and stayed till nearly the close of the entertainment, which occupied more than a couple of hours. The wonderful balancing feats of "Gen Aska" and his young companion, and the laughable antics of the diminutive "All Right," excited great applause and hearty laughter, while the clever and graceful Butterfly trick and the wonderful illusions which followed were very warmly received, and showed the graceful young performer to be a finished "artiste." The entertainment closed with the "Japanese Ascension," and we certainly never saw rope-walking more cleverly and skilfully performed. There was perhaps a little too much repetition in the feats of balancing, but they were all too cleverly performed to be ill received. The audience were informed that Thursday and Friday would be positively the last nights on which this talented "troupe" would perform in Bombay, as they are on the eve of "flitting" to the Continent. We would certainly advise all who have not seen them, to visit the Grant Road theatre on one of these nights, and have a genuine evening's amusement and a hearty laugh, which always does us good.

THE ROW AMONGST THE BOMBAY BAR.

YESTERDAY we mentioned the fact that a meeting of the bar of Bombay had been held to consider charges brought by a well known European barrister against a native pleader arising out of circumstances in the Baroda Jewel case. We now learn that the meeting was fully attended, and that the European impeacher duly brought forward his charge, which, from all that we can hear, seemed to be that the native barrister had taken briefs without the advice of a solicitor—a serious offence against legal *esprit de corps* had it been proved. The native gentleman, however, gave very full explanations; and after a characteristically warm discussion, the full bar unanimously adopted a resolution that the explanations were entirely satisfactory. Of course the mention of names in the affair is tabooed; but even if it were not, we think it would be perfectly unnecessary to mention that Mr. Thomas Chisholm Anstey was one of the parties to the quarrel.

THE FAMINE IN PERSIA.

THE following letter was addressed to Mr. Manockjee Limjee Aturia, representative of the Parsees of Western India at Teheran, at the direction of the Shah of Persia, to be a member of the committee appointed to render assistance to the famine-stricken people in Persia:—

In consequence of the present fearful famine in Persia, the price of grain has increased, and with a view to render assistance to the poor and starving people, a committee has been appointed under the presidency of H. H. Shader Azeem Shah, the Shah of Persia. The committee will meet every Monday and Thursday afternoon, at 3 o'clock, in the Telegraph Office. I request, therefore, that you will kindly attend the committee's meetings, and will give it the benefit of your experience. Please accept my sincere thanks.

MOOKERJEE DOOLUT,
Director-General of Telegraphs, and
President of the Famine Fund Committee.

SMALL CAUSES COURT.—7TH FEBRUARY.

(Before J. O'LEARY, Esq., First Judge.)

KESSOWJEE PITAMBER AND CO. VS. W. A. GRAHAM AND CO., ON THEIR OWN BEHALF AND AS AGENTS FOR MESSRS. J. MOSS AND CO. OF LIVERPOOL.

THE suit was to recover Rs. 729-13-0, amount paid to the defendants by the plaintiffs under protest for moneys alleged by the defendants to be due to Messrs. J. Moss & Co. of Liverpool; for freight upon certain goods consigned to Messrs. J. Triandafilidi and Co., and carried from Liverpool to Bombay by the s. s. DeRuyter, of which ship the defendants were the agents in Bombay, and which goods the defendants refused to deliver to the plaintiffs, who were holders of the bill of lading and other documents of the said goods, unless and until they paid the said amount, but which was not in reality due for the freight of the said goods. Mr. Skipsey (Macfarlane and Skipsey) appeared for the plaintiffs, Mr. Peile (Hearn, Cleveland, and Peile) for defendants. After some discussion it was arranged that Mr. Peile should write to Messrs. J. Moss and Co. at Liverpool to get instructions to appear on their behalf, and the case was consequently postponed till 8th May next.

THE INSOLVENCY COURT.

THE Hon. Mr. Justice Gibbs presided at a sitting of the Court yesterday, when the following matters were disposed of:—

RE TRECUM VELLJEE AND OTHERS.

Mr. Taylor said he appeared for the third time to apply that the insolvent's petition be dismissed on the ground of want of prosecution. On the 9th December last his Lordship granted adjournment for two months' and directed that if, at the end of that time, the petition was not proceeded with, it should be dismissed. The matter had been on for twelve months.

Mr. Budroodin Tyabjee, for the insolvents, said that their attempts to compromise with their creditors having failed, he now applied for permission to proceed with the petition and to serve notices upon the creditors. The opposing creditors would not agree to a compromise, although nearly all other creditors had agreed to it.

Mr. Taylor applied for costs of the day, for had the insolvents given his client notice of this motion, he would not have appeared to make his application.

Mr. Burjorjee said I don't make the motion. It is my learned friend who does so.

The Commissioner said his note of the matter was that, if the case was not settled, it should proceed in the usual way, and that leave to serve notices should be applied for. His Lordship could not, therefore, award the opposing creditor any costs.

Leave was given to the insolvents to serve the notices at once, and also to amend the schedule.

RE PESTONJEE RUSTOMJEE.

Mr. Taylor, for the insolvent, applied for a month's postponement of the case. Insolvent had compromised with almost all his creditors. One of the opposing creditors had also compromised, and the other did not appear to oppose the application. On that understanding the Commissioner granted the application.

RE BHANJEE NUNDOO.

Mr. Marriott, on behalf of the insolvent, applied for an interim order. The application was not opposed and was granted.

RE NOWROJEE DHUNJEEBHOY COORLAWALLA.

The Commissioner said he should have given his decision yesterday on the insolvent's application for a final certificate as a trader, but had found it necessary to make further enquiry on one point. His Lordship mentioned that he did not intend to have the case re-argued by counsel. The decision would be given next Wednesday.

PETITIONS DISMISSED.

On the application of the respective opposing creditors, the petitions of Ibrahimjee Adamjee and Curimbhoy Ibrahimjee and Gangjee Nurput were dismissed for want of prosecution. The petition of Burjorjee Pestonjee was dismissed for want of appearance when his name was called.

DISCHARGES.

In the course of the day, discharges were granted to the following among other insolvents:—Khumissa Hajee Hoosein, a mucadam, liabilities Rs. 17,162. Wasudew Anunt and others, servants, liabilities Rs. 1,000. Ticharam Coobein, a gold-smith, liabilities Rs. 5,425. Heerjeebhoy Eduljee, a servant, liabilities Rs. 1,690. Buchoo, woman, liabilities Rs. 2,000. Francis Antonio de Mello, a clerk, liabilities Rs. 1,400 Mahomed Jeewa, an oil-dealer, liabilities Rs. 1,247. Hurry Deepa, a merchant, liabilities Rs. 2,347.

COTTON EXPORTS FROM THE CENTRAL PROVINCES AND THE BERARS.

STATEMENT showing in detail the quantity of cotton exported from the stations of the G. I. P. Railway in the Central Provinces and the Berars for the week ending 27th January 1872, and the total for the season up to that date:—

Stations.	Exports for Week ending 27th Jan. 1872			Total Exports up to 27th Jan. 1872.			Total Exports up to 27th Jan. 1871.			
	Full pressed Bales.	Half pressed Bales.	Dokras.	Full pressed Bales.	Half pressed Bales.	Dokras.	Full pressed Bales.	Half pressed Bales.	Dokras.	
Nagpore	...	1	...	...	142	...	...	119	...	
Wurdah	1,693	487	...	13491	3,845	... 5	2,404	2,348	...	5
Peolgaum	...	76	...	...	303	...	...	699	...	
Chanoor	...	...	...	...	190	...	...	64	...	
Budnaira	...	...	...	...	...	...	6,388	1,272	...	8
Oomrautee	4,574	448	...	19075	831	29	...	...	...	
Moortizapore	...	43	212	...	1,801	1,775	...	597	...	40
Akola	...	...	...	...	...	28	...	51	...	103
Shagaum	1,158	94	...	3,112	2,840	145	1,287	2,670	...	103
Khangaum	2,705	22	...	12351	336	51	6,161	42	...	2,253
Nandoorah	...	23	...	...	104	...	625	87	...	55
Mulkapore	...	...	...	...	...	34	...	...	...	1,769
Boorhanpore	...	...	...	994	...	1,328	...	...	...	634
Khandwa	...	...	...	349	...	7,148	...	...	...	280
Hurdah	...	...	...	30	...	1,892	...	...	...	
Sohagpore	...	...	...	...	...	146	...	...	...	321
Goorsarra	...	...	...	...	...	547	...	...	...	140
Nimborah	...	...	...	65	...	1,139	...	...	...	
Seonee	...	...	...	...	...	...	...	...	...	111
Etarsee	...	...	...	...	...	...	...	...	...	597
Bagra	...	...	...	...	...	...	...	...	...	164
	10,130	1,194	827	49,021	14,630	13,382	16,753	8,241	...	6,645

Total 1871-1872. 1870-71

Full pressed ..	...	48,629	16,765 bales.
Half pressed ...	...	10,399	8,242 "
Dokras ...	...	13,822 = 4,607	6,645 = 2,215 "
	3	63,035 3	27,222 "

A. J. DUNLOP,
Assistant Commissioner Akola District.

FIRST CRIMINAL SESSIONS.

(Before Sir CHARLES SARGENT.)

THE Criminal Sessions met again yesterday.

TRIAL OF THE AHMEDABAD STATION MASTER.

John Amenious Boardman, late station-master at Ahmedabad, was placed at the bar charged with fraud and criminal misappropriation of trust or abetment.

Mr. Scoble, for the prosecution, stated that the prisoner was station-master at Ahmedabad of the Baroda Railway, where he had certain duties to perform with reference to the cash received at the station either for the purchase of tickets or the conveyance of merchandise. That cash was not received by him in the first instance, but by a person technically called the coaching clerk; but for the proper transmission of that money to the head-quarters in Bombay the prisoner was responsible. From time to time, as regards the indictment before the jury, the prisoner had on five occasions taken from the coaching clerk, who received this money, various sums belonging to the railway company, and applied these sums to his own purposes in breach of trust. This money was not the money of servants of the company but of the company itself, and it being in the charge of the coaching clerk and the station-master afterwards for purposes of transmission, he had committed breach of trust by appropriating it to his own use. The prisoner's duty was detailed in a hand-book of the company's, and the particular branch of his duty which related to the money of the coaching clerk was laid down in the 5th section, which said it would be necessary, at the close of each day, to make up an account of the moneys received at the station, and to send that money in some form or other to the headquarters of the company. The 43rd section laid it down that no balance of cash must be retained in the station, but the whole must be remitted on the day after collection to the traffic cashier. For the purpose of sending money to the traffic cashier bags, each holding a thousand rupees, were provided by the company, and with each a cash note containing an account of the transactions of the day and the particulars of the money forwarded had to be sent to Bombay. These cash notes were made in triplicate—one for sending in the bag, one for sending by post or parcel, and the third for retention in the station master's office. For the purpose of the safe transmission of these bags to the traffic cashier a cash despatch box was provided. One of these cash boxes accompanies each passenger train, and the station-master's duty was to place the cash bags into this box, in the presence of the guard, who must give a receipt. (The box which was produced in Court, was of peculiar construction, having a revolving cylinder on the top with a slit in it which dropped the bag into the box beneath so as to prevent the bag being taken out by any but the authorised person in Bombay, who kept the key.) Rule 48 of the company's Book of Regulations made the station-master responsible for the correctness of the whole of the accounts; and it was also his duty to settle daily with the various clerks and must duly account for all moneys received by them; and neither was the station-master allowed to make any disbursements from the moneys receipts except by special sanction. Nevertheless, the station-master had received, and apparently applied to his own use, the four items mentioned in the indictment, viz., Rs. 1, Rs. 5, Rs. 200, and Rs. 800. Of course, these sums had to be made up, otherwise there would have been a deficiency in the cash. There could be scarcely any hesitation in arriving at a conclusion about the two small sums, because these had been paid to the prisoner by the coaching-clerk upon orders in the prisoners own handwriting, and initialed. Regarding the Rs. 200 disbursement there would be greater difficulty, for the letter which contained the request had been torn up by the coaching clerk and had been only reproduced at considerable pains by the solicitor conducting the case; but from the testimony of this clerk, as well as from the fragments of the letter that had been gathered, the jury would have no doubt whatever that the letter contained a request from the prisoner to the coaching clerk to send him Rs. 200. As to the Rs. 800, there was no documentary evidence, but the payment of that sum would be proved by witnesses who were present and saw the money paid. As to the source from which these various sums were to be disbursed there would be no doubt whatever, not only from the relative position in which the station-master and the coaching clerk stood to each other, but from the very important piece of evidence which was in the handwriting of the prisoner himself. Although these were the items which were specifically charged against the prisoner, yet it was right to direct the attention of the jury to the fact that a sum of Rs. 2,207 was deficient in the cash at Ahmedabad on the 9th November last. According to the evidence, it would be shown that the deficiency was made up in one of three ways. Sometimes it was made up by a part of the previous day's cash, the money received from passengers and goods by the mail train of the following morning, or secondly, by the money which was got by way of advance from the carrying agent of the company, or thirdly, by borrowing. The sum of Rs. 800 was paid on the 9th November, and made a great hole in the receipts, which could not be filled up. The receipts on that day amounted to Rs. 2,916, which sum ought to have been sent on the 10th; but instead of that only Rs. 648 were available. It seems that these Rs. 648, instead of being put into one bag—it being remembered that each bag held Rs. 1,000—were distributed over three bags, and the three bags were put into the cash box. Under the prisoner's own statement, the amount for which he was responsible at that time, was Rs. 2,916, but he sent no cash note. The box as usual was put into the hands of the police, and by them put into the treasury, and in due time the person who had the key proceeded to open the chest in presence of witnesses. It was found that the chest had come from Bombay in perfectly good order, the lock apparently had not been tampered with, and the Ahmedabad bags lay in the position which they might have been expected to occupy in comparison with the bags of the other stations on the line. The bags were then found to contain only Rs. 648. Inquiries at once were set on foot. A telegram was despatched from Ahmedabad by the prisoner to the traffic cashier on the 13th November, which established beyond a doubt that the money for which he was responsible was Rs. 2,916 and not Rs. 648. One of the police officers of the railway, Mr. Bayley, was sent to make inquiries, and the result was the apprehension of the prisoner.

Mustoo Meer Johid-huck, formerly coaching clerk to the company at Ahmedabad, examined by Mr. Farran, said he knew the prisoner. Witness used to keep the accounts in the coaching department. The monies received for the tickets and goods were all brought to him. In the evening he used to put the money in a bag in the treasure room. He used to count the money next morning. When it was time to despatch it by the train, and he used to give an account of the monies to the station-master. The money used to be sent by the mixed train leaving Ahmedabad at 8-25. The first train was the mail train, and started at 7-45. The money used to be put in Rs. 1,000 bags. All bags were not locked, and when there was no lock the bags were tied up with a string. The money in each bag was not specially specified, and one memorandum relating to all the money accompanied the cash. Witness made out the memorandum in triplicate. These triplicates were signed by the station-master, who also endorsed them with the amount in words. They were sent to the head cashier in Bombay. The bags were put into the cash-box sometimes by witness and sometimes by the station-master. The guards gave a receipt for the number of bags. The receipts on that day were Rs. 2,916, but it was not all put in the bag, because a portion of the cash was to be received from the station-master. The reason why was that the station-master was in the habit of receiving advances out of the cash. Between Rs. 600 and Rs. 700 were put into the bags that day. The station-master commenced to get money from the witness in that way six or seven months ago. Witness kept some account of these advances. He meant by that for "some time." (Shown bill.) That was the account he kept, which was made up of entries made at the time when the station-master applied for money. The sums mentioned in that bill were paid to the station-master. Sometimes the station-master took the money himself and sometimes he sent chits. (Shown chit.) This was written by the station-master, and is as follows:—

"Mustomah,—Please send me over one rupee. I shall return it in an hour. 24-8-71."

(Shown chit.) This is the station master's.

"Mustoomah—Please send me Rs. 5. You shall be paid for the same. 3-8-71."

(Shown another chit.) This is in the prisoner's handwriting:—

"Hurrishund—Try and get Rs. 5 from the cash if possible, and I will repay you to-morrow or the day after. Do so please, as I have not a piee at home—J. S. B."

Witness received other chits, among them one for Rs. 200. He ceased keeping the account in March 1871. Altogether, he advanced upwards of Rs. 2,200. Prisoner never paid any portion of that back again. On the 15th October he received a chit from the prisoner. Witness had torn it up at Ahmedabad. The police picked it up. The police inspector came in November. He did not see the policeman pick up the pieces, but he told him to do so. He told him where the pieces were. Motiram was the name of the policeman.

Mr. Anstey—I don't know whether Motiram is a witness or not in this case, but he has been in Court all this time instructing himself in the evidence. The clerk behind me must have known that the witness was here. I have no hesitation in saying that this is simply disgraceful.

Mr. Scoble—Motiram was not examined before the magistrate.

Mr. Anstey—But he is referred to in the deposition. I say it is the fault of those who are instructing the prosecution. I cannot help it now, but of course I expect this Motiram to confirm word for word the evidence given by this witness.

Mr. Scoble—Will your Lordship give an order for the removal of all witnesses?

His Lordship—There is a standing order to that effect.

Mr. Anstey—Of course there is. I did not know Motiram was in Court till I heard the gentleman at the head of the police say, "Stand up, Motiram." That prosecution therefore must have seen him here the whole time.

Mr. Farran then was handing over the pieced bill to the witness, asking him whether it was initialed, when

Mr. Anstey took a formal objection, and had the witness removed out of hearing while he made his objection. Mr. Anstey said that Mr. Farran's question was put in such a way as would enable the witness to correct a statement in his deposition, and adjust his answer to the actual state of the paper. If the prisoner's cross-examination on the second day were referred to, it would be seen that to describe the paper he was very properly examined before a magistrate not upon the fragments of this letter but upon his recollection of what the letter contained. He says that at the foot of this note were the initials of Boardman. On the scrap of paper which my learned friend held out just now I noticed the letters, "oard," the suggestion being that that was a part of the first syllable of the prisoner's name. If the prisoner sees that he will say it is not initialed, but is signed at full length. I wish it to be asked what that paper contains and how it was signed.

Mr. Farran said the prosecution had not the least objection to this.

The witness was then re-examined, and said that to the best of his recollection the letter that he then saw in pieces commenced "Please send me Rs. 200, which will be returned in the evening." It contained the full signature John A. Boardman.

Cross-examined—He could not recollect exactly whether the signature was written full or merely in initials.

Mr. Anstey then examined the letter. He said he was in doubt about several of the letters, and he desired a magnifying glass to be sent for.

After the jury had examined the paper by the aid of a magnifying glass.

The witness was then re-examined. He said that after receiving the letter he had paid the prisoner Rs. 200. He afterwards tore up that letter out of fear, because the police inspector had come to make inquiries. Witness had at another time advanced Rs. 800 to the station-master on the 9th November. He said it would be returned in the morning. This took place in the coaching office. Madhano, an assistant, was present. Witness had got cash from the clerks that day, and from a bag containing Rs. 1,000 he took out Rs. 200, and handed the remainder over to the prisoner. Witness said his cash was short in consequence. Before the 10th November he used to forward to Bombay the right amount every day. To make up the deficiency, he used to take the money received from passengers in the morning by the mail train or the mixed train. That plan was not always sufficient, and he spoke to the station-master in October. The prisoner said he had made an arrangement with the carting agent. The clerks of the carting agent were to bring half of the receipts in the morning and the remainder in the evening. The practice previously in existence was that the whole of the money received during the day was paid to the witness in the evening. The carting agent used to keep the receipts a day or two in his own hands. Money was also got once or twice from a clerk named Dulputram, who was the clerk of Mr. Richmond, a railway engineer. The carting agent's clerk did not bring in cash on the morning of the 10th November, and that was how the deficiency was not made up as usual. He informed the station-master of the deficiency, when he told him to send what he had got, and he would send a telegram. Witness had about Rs. 600 or Rs. 700, which was put in three bags by the station-master himself. Witness could not say whether the prisoner counted the money, nor whether a correct memorandum was sent. Witness put the bags into the cash-box. The station master was not then present. The bags were put into the box in the same state as they had been received from the station-master. He got a receipt from the guard, named Jehanghierjee. The receipt certified that six bags were received by the guard, but the other three bags belonged to the three places named on the receipt. Witness was arrested in connection with this affair, but had got no paper pardon.

THE GIRNEE EXPEDITION.

The latest advices from the Girnee expedition on the Tank Frontier are dated the 20th ultimo.

Up to that date the work had gone on satisfactorily, and the Girnee outpost is now complete with the exception of the magazine which is in progress, and some plastering and levelling both inside and outside. The outpost is now considered perfectly defensible and ready for occupation. This being the case, it will be furnished with its garrison of fifty sabres and fifty rifles for the present under command of a European officer. The remainder of the troops will be marched to the Tank Zam, and occupy the site selected there for the new outpost, the building of which the Executive Engineer has arranged to commence upon whenever the troops arrive, which was expected to be on the 21st ultimo. The hill tribes seem just now to be all quiet on that frontier.—*Indian Public Opinion.*

PROSPECTUS OF THE AHMEDNUGGUR RACES FOR 1872.

Stewards.—Col. Howard Vyse, 3rd Hussars; Lieut. Col Pirie, 13th N. I.; Major Harris, Royal Horse Artillery; Capt. Gambier, Royal Engineers; and Capt. Daniell, Superintendent of Police.

1st Day, Tuesday, 6th August.

1st Race.—The Maiden Galloways.—Rs. 300 from the fund. For all maiden galloways; 7lbs. in excess of weight for age and inches. 1½ mile. Entrance on the 1st June, Rs. 40; 1st July, Rs. 80; and on the 1st Aug., Rs. 120.

2nd Race.—The Charger Stakes.—Rs. 100 from the fund. For all horses that have been regularly ridden on parade *bona fide* as chargers for the three months previous to the meeting. Weight for age and class raised 2st. Entrance Rs. 30. ½ mile. G. R.

3rd Race.—The Hussar Cup.—A piece of plate, value Rs. 1500, presented by the officers of the 3rd King's Own Hussars. For maiden Arabs. Open to officers on full pay of the Army serving in India. The Cup to be won three times before becoming the property of the winner. 1½ mile. G. R. 6 years and aged to carry 10st.; 5 years, 9st. 9lbs.; 4 years, 9st. 1lbs.; and 3 years, 8st. 1lbs. Entrance on the 1st June, Rs. 100; 1st July, 150; and on the 1st August, Rs. 200. With a sweepstakes of Rs. 80 for all starters and Rs. 400 added from the Ahmednugger Race Fund.

4th Race.—The Pony Plate.—For all maiden ponies 13-2 and under; Rs. 80 from the fund. Entrance Rs. 20. ¼ mile. 13-2 to carry 9st. 13 lbs.; 1lb. allowed for every ½th of an inch under.

2nd Day, Thursday, 8th August.

1st Race.—The Subaltern's Cup.—Value £50, presented by Captain Dent, 3rd Hussars. Entrance Rs. 50 with Rs.—— added from the Regimental Race Fund. For horses *bona fide* the property of officers who are or have been during the current year Subalterns of the regiment; to be ridden by officers serving or having served in the regiment. The Cup to be won by the same Subaltern for any three years to entitle him to keep it. Weight for age and class raised 2st. 7lbs. 1 mile. To close and name on the 1st August.

2nd Race.—The Nuggur Derby.—Rs. 400 from the fund. For all maiden horses. Weight for age and class raised 2lbs. 1½ mile. Entrance on the 1st June, Rs. 40; 1st July, Rs. 80; and on the 1st Aug., Rs. 120. A sweepstakes of Rs. 50 for all starters.

3rd Race.—The Aga's Purse, of Rs. 300, presented by His Highness Aga Khan with Rs. 200 added from the fund. For maiden Arabs. Weight for age raised 7lbs. 1½ mile. Entrance on the 1st June, Rs. 50; 1st July, Rs. 100; and on the 1st Aug., Rs. 150.

4th Race.—The Galloway Plate.—Rs. 200 from the fund. Weight for inches 7lbs. in excess of W. I. T. C. standard. Maidens allowed 5lbs. 1 mile. Entrance on the 1st July, Rs. 40; and on the 1st Aug., Rs. 80.

5th Race.—The Ham.—Rs. 100 from the fund. Entrance Rs. 20. English and Colonials, 12st.; Arabs and Country-breds, 10st. ½ mile. The winner to be put up to auction at Rs. 400. Any surplus to be divided between the owner of the second horse and the fund.

3rd Day, Saturday, 10th August.

1st Race.—The Pony Race.—For all ponies 13-2 and under. Rs. 80 from the fund. Entrance Rs. 20. ¾ mile. 13-2 to carry 9st. 10lbs.; 1lb. allowed for every ½th of an inch under. Maidens allowed 5lbs. Winners of one season, 5lbs. extra; two or more, 10lbs. extra.

2nd Race.—The Nuggur Cup.—Rs. 500 from the fund. For all Arab 7lbs. in excess of W. I. T. C. standard. Maidens allowed 7lbs. 1½ mile. Winners once, 5lbs.; twice, 5lbs., three, 12lbs. extra. Entrance on the 1st June, Rs. 50; 1st July, Rs. 75; and on the 1st Aug., Rs. 100. With a sweepstakes of Rs. 50 for all starters.

3rd Race.—The Ladies' Plate, of Rs. 300. For all horses. Weight for age and class raised 21lbs. Maidens allowed 10lbs. 1½ mile. The winner of the Nugger Derby, 5lbs. extra. Entrance on the 1st of July Rs. 40; and on the 1st Aug., Rs. 80.

4th Race.—The Selling Stakes.—Rs. 100 from the fund. Entrance Rs. 30. Horses valued at Rs. 1,000 to carry 11st., 7lbs. more or less for every Rs. 100 over or under. The winner to be put up to auction at the price entered. Half the surplus bid to go to the second horse, the other half to the fund. ¾ mile.

4th Day, Tuesday, 13th August.

1st Race.—The Arab and Country-breds Winners' Handicap of Rs. 250 from the fund. For Arabs and Country-breds, 2 miles. Forced for winners of races to which Rs. 200 or more are added by the fund, at Rs. 50 for each race won; optional to losers at an entrance of Rs. 50. Entrances of losers to be sent in before noon the day before the race.

2nd Race.—The Winners' Handicap, of Rs. 250, from the fund. For all horses except Arabs and Country-breds. 1½ mile. Forced for winners of races to which Rs 200 or more are added by the fund, at Rs. 50 for each race won; optional to losers at an entrance of Rs. 50. Entrances of losers to be sent in before noon the day before the race.

3rd Race.—The Losers' Handicap.—Rs. 150 from the fund. For all horses that have started and not won during the meeting. Entrance Rs. 30. Nominations to be sent in by noon the day before the race. 1 mile.

4th Race.—The Skurry.—Rs. 50 from the fund. Rs. 15 entrance. ¼ mile heats without dismounting. G. R. Catch weights over 12 stones for Colonials; catch weights over 10 stones for Arabs and Country-breds. To close at noon the day before the race.

RULES OF THE NUGGER COURSE.

1. Stewards will be guided by the rules of the "Western India Turf Club of 1871," as far as possible, with the exceptions named; their decisions, however, on all points will be final, with no appeal thereon. They have power to postpone the races on account of the weather (before or at any time during the day of the race) to each succeeding appointed race-day.

2. No horse shall start (except for "Hack," "Charger," "Selling," or "Pony Races,") unless his owner has subscribed Rs. 50 to the fund. Confederacies each must pay that sum. Rs. 25 will be sufficient for chargers, ponies, hacks and selling.

3. Two horses (from different stables) to start for each race, or public money will not be given.

4. Unless otherwise specified in the terms of the race, the entrance to be sent to the Secretary before noon on the day previous.

5. If any race does not fill, the Stewards will make such arrangements appear to them most conducive to sport. When a race closes with less than three subscribers on *bona fide* separate interests it is considered as not having filled, and is therefore *null and void.*

6. For the Charger Stakes owners of chargers must produce certificates, if called upon, that their horses have been ridden regularly as such.

7. The winner of each lottery to pay 5 per cent. of the gross value of the lottery to the fund.

8. Every horse trained on the course or starting for any race shall pay a fee of Rs. 5 towards defraying expenses.

9. In races for gentlemen riders, all officers of the Naval, Military, and Civil Service, or members of any European Club, are only entitled to ride.

10. Should funds not be sufficient, the Stewards have power to make a proportionate deduction from the public money for each race.

11. The length of the Nugger Course is 220 yards, short of one mile and half.

Fred. Lukin, Honorary Secretary.

N.B.—All communications to be addressed to the Honorary Secretary of the Nugger Races, Ahmednugger.

ADDRESS BY Mr. HAWKSLEY TO THE INSTITUTION OF CIVIL ENGINEERS.

At the meeting of the members of the Institution of Civil Engineers, on January 9, Mr. Hawksley delivered an address on taking the chair for the first time after his election as President.

Referring to the momentous events of which we perhaps happily for ourselves had been the passive spectators, the President observed that they were accomplished not more by the peculiar military organization of one of the belligerents than by the superior manner and extent to which that belligerent had, by previous preparation and by sudden application, utilized the art and resources of the engineer. As the disasters which had befallen our friends and neighbours might, in turn, befall us, unless we prepared against them, Mr. Hawksley felt no restraint in expressing the distinct opinion, and the warning it might be, that the future safety, and possibly, also, the national existence, of this kingdom would depend upon the judicious, wise, and far-seeing policy with which the Government of the day, and of every day, should be guided to the timely and effectual efforts to avail itself for the purposes of national defence, of the devising and constructing ability of the experienced and practical engineering profession. The recent conflicts in Russia, Denmark, Italy, America, Austria, and France, had taught that the wars of the nineteenth century had been equally remarkable for the suddenness with which they had been commenced, and for the rapidity with which they had been carried on to a termination. Invariably, too, we had seen, in the case of otherwise equally matched antagonists, the victory had been realized by the combatant that was best provided with the weapons and munitions which, notwithstanding the existence of Government arsenals, had been devised in and had been largely drawn from the offices and workshops of the non-military engineer. Nor could we exclude from our convictions that nations had latterly become relatively smaller, exactly as the means of locomotion and facilities for the exchange of ideas had become relatively greater, and that, consequently, there had for some time past existed a general tendency to the disappearance of the minor States by their absorption in the already major nationalities. Now, discrediting the popular notion that England was invariably strong within, and that her "streak of silver sea" was sufficient for her effectual protection from without, and seeing, too, that her people were seriously dependent on other and distant countries for their daily supply of food, and equally so for their employment in the manufacture of exchangeable commodities, the President ventured to ask whether the engineering skill and resources of this country had been sufficiently availed of for the defence of our coasts and for that maintenance of our undoubtedly needful power at sea. Looking at the question from an entirely non-aggressive standpoint, and with the fullest desire to discountenance any wasteful expenditure of public money, he was nevertheless compelled to answer in the negative; for, although it might be admitted that we had of late accomplished something valuable by way of instalment for the defence of our hearths and homes, and that we were still prosecuting that good work in a hesitating and perfunctory manner, and that we might at some future day, if we were let alone long enough, bring the operation well nigh to an end, yet Mr. Hawksley thought all would agree that the means of protecting our distant colonies and of securing the safety of our worldwide commerce, without which commercial and manufacturing England was nothing, did not at this moment exist. The article so much needed could, however, be furnished by the combined efforts of our numerous engineers, shipbuilders, and machinists in any quantity, but not, as many assumed, at any moment, provided the opportunity were afforded to them, by the prudent withdrawal of those official, and it might even be Parliamentary impediments by which the way to the speedy attainment of so grand an object as the establishment of an effective oceanic police was now barred. The numerous ships which had distinguished themselves by their speed, their seaworthiness, their capability of making and sustaining the strain of long voyages and of encountering the vicissitudes of weather and climate, not to say of occasionally undertaking warlike operations, were all the work of private builders. Towards the proper construction of a floating policeman attention should be directed to the best means of obtaining the four following essential properties, among others:—First, moderate draught; second, great stability; third, high speed when under steam; and, fourth, a competent stowage for fuel. These qualifications were not inconsistent; but a heavy armouring would, Mr. Hawksley thought, be incompatible with and be unsuited to the uses to which such ships would in time of war be put—namely, those of protecting our colonies, of conveying our merchantmen, and of scouring from the seas the ships of our enemies. For some purposes it was obvious that few, if any, large armour-plated vessels could successfully withstand the attack of a cloud of rapidly-moving sea hornets each armed with a single heavy gun. Turning to more peaceful topics, the President first alluded to the successful completion of one of the greatest, though not, perhaps, the most difficult, of the many important undertakings of the present age—the Mont Cenis tunnel. The conception of this noble work was distinguished by a grandeur which at one time seemed to imperil the realization of the scheme; and it was believed that if the Emperor Napoleon had not himself fully appreciated the importance and the practicability of the project when others doubted both, and thus brought the two Governments of France and Italy to the support of the undertaking, it would not have been proceeded with. Another great work of foreign origin, the Suez Canal, had also been very recently completed, after nearly ten years of indomitable perseverance and the expenditure of many lives and much treasure. For a time the project languished, but at length, owing to the untiring exertions of M. Lesseps, the undertaking had been carried out. The canal having been made, the English and other commercial countries were freely availing themselves of the opportunities it afforded as a water highway from the Mediterranean to the Red Sea, the Indian Ocean, the shores of the Pacific, and the continent of Australia, and were thus practically testifying to its present utility. It was to be hoped that whether or not a commercial success was found to follow upon the realization of this great feature the means would be always forthcoming to prevent its lapsing into decay and railway construction abroad had been greatly interfered with, and in some parts of Europe almost arrested by or as a consequence of the recent wars. Influenced by such events, quite as much as by the financial collapse of 1866 in England, various suggestions had been disregarded for some years for improving the internal communication between this country and France, for extending the European system of railways to or towards our Eastern possessions, for uniting the Swiss and German network of railways with that of Italy, and for connecting, by private enterprise rather than by Governmental action the vast ramification of iron roads which were required in India for the civilization, the good government, and the general advantage of 150,000,000 subjects of the British Crown. On the last-mentioned of these matters Mr. Hawksley had to remark, with considerable anxiety, that our Government had of late manifested a very unwise disposition to discourage private enterprise, which, with all its admitted defects, had made England the great nation she is, and to amass to itself all that most dangerous and necessarily ill-used, if not misused power and influence which were created by the possession of many places, much patronage, and the distribution of large funds, raised not for the few and comparatively uncomplicated purposes incidental to the care and protection of the people, but for the purpose of entering into an unnatural and depressing competition with the economy, skill, and energies of private proprietary. Again, the public or aggregate, from whose pockets the pecuniary means employed by the Government were derived. Again, the existing railways in India, now both extensive and important, at present possessed the advantage of an uniform gauge of 5ft. 6in. feet. Would it be wise that this existing uniform gauge was to be departed from, and that upon the obviously crotchety suggestion of some unknown individual a French metric gauge of 3 feet 3⅜ inches* was in future to be employed? Thus in India the Government were about to introduce the evil consequent upon the absence of uniformity of gauge, as well as to initiate one of the worst founded and most perplexing measures of length. The introduction of the French metrical standard into India might possibly be justified on the ground of expediency if England had previously adopted it; but till then the President ventured to assert that the attempt to force upon the Oriental mind a novel system, and the labour of acquiring what would be to it an uncouth jargon, was as injurious as it would certainly be unsuccessful. Mr. Hawksley next passed to that branch of engineering—hydraulic engineering—in the practice of which he had been most engaged, and upon which he could therefore speak with much confidence as a long and varied experience might justify. This branch embraced and for the most part restricted itself to the practical application of the physical sciences which relate to the properties, conduct, and treatment of fluids, whether liquids or gases. It comprehended within its scope the provision and distribution of water and gas for the supply of towns, the collection, conveyance, and utilization of sewage, the employment of atmospheric air as a means of ventilation and for working machinery, the improvement of rivers and estuaries, the reclamation and defence of land from the sea, the drainage of fens, and the collection and application of water for use in irrigation, besides rendering assistance to the determination of the suitable form and the mechanical power to be given to a ship to enable it to fulfil the conditions imposed by the needs of commerce and the obligations of war. We had of late years, remarked the President, become acquainted, within narrower limits of error, with the extent and effects of the periodical fluctuations of observed rainfalls and the influence of elevation on the amount of water capable of being utilized for the supply of cities; so we now knew what allowances were to be made for the losses of evaporation from differing surfaces of land and water. In like manner we could now estimate with considerable precision the magnitude of the floods for which provision must be made in the construction of weirs and tidal gratings by-washes. Advanced rules of construction more satisfactory than the "rule of thumb" and "scowl of brow" methods of our predecessors, and finally had become acquainted with the true measures of the wants and requirements of various populations, and even with the limits within which waste might be controlled. In regard to the system of constant supply of water, which was to come into operation in the metropolis on the 21st of February next, Mr. Hawksley observed that the fittings in use in London were of a kind and were in a condition so unsuited for the reception of the constant supply that the greatest care and caution must be exercised in its introduction—on the one hand, to prevent an unsustainable amount of waste, and on the other hand, to avoid the destruction of property which would otherwise result from the bursting of pipes and the overflowing of cisterns. Not only were the consumers' pipes and fittings of a very unsubstantial character, but in too many cases they were built into walls, and were carried behind plastering, and were laid within ceilings to which no means of access were afforded. Again, as a rule, the water-closet apparatus was, to say the least, in a very imperfect and unsatisfactory state, as were all the overflows, which, for the most part, communicated with the soil pipes or drains, and so operated to introduce the noxious sewer gases into the apartments in which the apparatus was placed. A provision was usually made (which, however, not infrequently failed to prevent this mischievous consequence) by trapping the air and overflow pipes with water from the periodical overflowing of the cistern; but as this system of waste, which was now only in temporary operation, would become ruinous if the water were constantly flowing, it followed that, along with the alterations due to the introduction of the constant supply, other alterations, in many cases of a still more extensive character, would need to be effected. It was the first duty of the engineer to husband sparingly every available source for the supply of water, and to recommend that one which under the conditions of the case would be the most suitable for the general purposes of the population. Thus, for the supply of a manufacturing town in a hilly district, which water was to be largely used for purposes of a soft water collected from moors, although it might not be uncoloured, would prove to be the most advantageous; while for the supply of a non-manufacturing town a coloured water, whatever might be its other useful properties, would not be tolerated. On the subject of the removal of the sewage of towns it was remarked that in house construction it seemed desirable to abandon the use of earthenware tubes, with numerous and imperfect joints, and to substitute the use of iron pipes, with few and perfect joints. By this simple arrangement the escape of foul water and fœtid gases from the drains into the lower stories of our dwellings might be effectually prevented. The question of the best means for effecting the purification of sewage water and for the utilization of sewage matter was still unsettled. Mr. Hawksley admitted that liquid sewage in aid of the cultivation of land was sometimes applicable to the needs of small communities, but he had not as yet seen any evidence of its general availability in the cases of large communities. On the other hand, the process of purification by chymical means seemed to be peculiarly suitable for adoption in those frequent cases in which the utilization of the sewage by the process of irrigation was infeasible. It was of interest to engineers to know that year by year gas understakings were increasing both in number and magnitude, and that the consumption of gas in nearly all large manufacturing towns had become duplicated in about every eight years from 1840 to the present time.

* We believe the idea of adopting the French kilometre has been given up by the Government of India at least for the present.—Ed *B. G.*]

A STEAM FERRY BETWEEN ENGLAND AND FRANCE.

(*Daily News*, Jan. 5.)

This morning some of the authorities of the railways interested are to confer with the representatives of the projected steam ferry between England and France. Next Thursday, Mr. Abernethy, the engineer, meets the Town Council and the Harbour Commissioners of the port of Dover to discuss the same subject; and as the amount of traffic to be guaranteed by the London, Chatham, and Dover Railway, and other details, have been all but settled, it is worth considering a scheme which appears to be nearer fruition than other projects for lessening the horrors of the Channel. This is the more desirable, as some singular misapprehensions prevail as to the size, capacity, and objects of the steam ferry boats it is proposed to introduce. It has been assumed recently that to ship a railway train full of passengers on board one of these ferry boats would tax its carrying powers, and it has been hinted not obscurely in print that it would be wiser to limit the accommodation provided to the passengers and their luggage, and to leave the railway carriages on shore. Nothing could be more absurd than this suggestion if the projected steam ferry be approved at all. The essence of the scheme is to make the passage across the Channel easier; and this is impossible (of course putting aside the rival schemes of a tunnel and a bridge), save by constructing boats of such a size that the motion of the waves will be little felt. Accordingly, it is proposed that the ferry boats shall be of five thousand tons burden, four hundred and fifty feet long, fifty-seven feet in breadth of beam, and eighty-five feet wide over the paddle-boxes. A railway train of average size weighs from one hundred and fifty to two hundred tons, or the mere necessary ballast for such a ferry boat as this; and this part of the subject may be dismissed with the remark, that to suggest that bulk shall be broken and that passengers and goods shall be unladen, and shipped, and landed, and placed on a train again, is to profoundly misunderstand, or to politely endeavour to shelve, the entire scheme.

The Channel Railway Ferry is designed by Mr. John Fowler, who, in his evidence before a Committee of the House of Commons last year, stated that he had been considering the subject since 1864. It will be useful, in estimating the figures we have quoted as the dimensions of the steam ferry boat, to remember that the mail steamers running between Dover and Calais at present are only 190 feet long and 25 feet wide, and those between Folkestone and Boulogne 211 feet long and 24 feet wide. The time occupied in performing this journey at present may be taken at about an hour and three-quarters between Dover and Calais, and about two hours and a half between Folkestone and Boulogne. Mr. Fowler proposes to perform the journey under the hour, and to run the train direct on to the boat by means of hydraulic hoists. The passengers will, it is maintained, not be aware of the transfer of the trains, so smoothly will it be done; and the drawings which were prepared for the House of Commons Committee show very plainly how the mechanical operation is meant to be performed. The trains of the South Eastern and the London, Chatham, and Dover Railways will be joined together before they are put on to boat, and it is calculated that twelve carriages on the upper deck, with the means of putting either twelve goods trucks or eight additional carriages below the deck—thus providing accommodation for two hundred and eighty-eight passengers—will be all that is necessary. Mr. Fowler and Sir William Armstrong have made minute calculations as to the time to be occupied in putting the train on the deck, and the latter is prepared to put everything on the upper deep in five minutes, and when it is necessary to use the lower deck for a goods train to put that on board in five minutes more. It must be understood that the ferry boat will be lying in wait for the train under cover. A huge watershed is to be erected with a glass roof, into which both train and boat will run. The train once on board, the passenger can open his carriage door, and either betake himself to a private cabin at its side, or can walk to a handsome refreshment saloon, or mount to the outer deck. Any one who has seen the American steamboat, or some of the steamers which carry excursionists to Gravesend and the Nore in the summer months, knows what the projected ferry boat is like on paper. The train occupies the centre of a deck saloon, exactly as the dinner table does in ordinary steamboats, and on each side of the train are cabins. Above the long cabin holding the train is an upper deck for promenading in fine weather. Mr. Abernethy, who has been associated with Mr. John Fowler in this matter for the last two years, laid some stress in his evidence before the Committee on the advantage to passengers of escaping the run down the slippery steps at Dover from the train to the boat, and explained with great clearness how this will be accomplished. "The railway carriages will pass from the level of the rails on to the hydraulic lift, and according to the state of the tide the lift will be lowered to any required level, to enable the carriages to be passed directly on to the midship deck of the steamer. The lift itself will always be on the level, and will be lowered to any required extent by hydraulic power." While the portion of the boat which opens to receive the train will do so in the same way as the gates of a lock. Captain Paton, who at one time commanded the Great Eastern, has testified that in his judgment the weight of a railway train of twelve carriages would be so insignificant when compared with the carrying power of the ferry boat, that whether it were placed on the upper or lower deck would make no appreciable difference; and the late Sir Luke Smithett, who was engaged on the service between Dover and Calais for thirty years, delivered himself of opinions which will go straight to the heart of many a traveller. "There would be much less motion in vessels of this kind," Sir Luke, "and consequently much less sea-sickness." Supposing rough weather came on there would be no fear of such boats as these. There would no "pitching," and if they went at the speed proposed "they would not have time to roll." These statements will go far towards solving many lingering doubts as to the efficiency and sufficiency of the Ferry scheme. If Mr. John Fowler can ensure that we shall be able to take our ticket at Charing-cross or Ludgate-hill, that we shall find ourselves at the other side of the Channel without having experienced "pitching" or "rolls," and can do this for a comparatively small sum, it is not too much to hope that his project will be tried. The second pier, or breakwater, at Dover, which is part of his scheme, will afford an enormous anchorage for ships; for it will, in conjunction with the Admiralty pier, which it is proposed to make longer, give a large enclosure of smooth water in which the steam ferry boats will find a harbour in all weathers and at all states of the tide. The point of embarkation on the French coast is to be between Boulogne and Calais, and has been settled after much deliberation and discussion. The estimated outlay for the alterations at Dover, and of the steam ferryboats, is one million, exclusive of the cost of the harbour to be formed on the French coast which the Government of that country is expected to defray. The time for completing the works and for having the ferry-boats running is put at three years from the period at which the work is begun; and besides the names quoted, Mr. Reed, the late Navel Constructor, Mr. Laird, Mr. John Penn, Mr. Samuda, M.P., and others, are supporters of the scheme. Altogether, the Channel Ferry seems more likely to become an accomplished fact than most of the schemes which have been launched and forgotten during the last twenty years for annihilating or reducing to a minimum the inconvenience of the "wet ditch" which divides England and France. But there must be neither compromise nor faint-heartedness about shipping the train bodily on to the boats. It would be some one else's scheme, not Mr. Fowler's, if this feature in it were struck out; and it is the taking a seat in a carriage in London, and not leaving it, save by choice, until you get out eight hours lanterne à Paris; or the being able to despatch a railway truck full of goods direct from London to Berlin or Vienna, without "breaking bulk," which will appeal most forcibly to the imagination and the inclination of the travelling and mercantile reader.

THE COMMENTARIES OF NAPOLEON I.*

II.

(*Times*, Jan. 10.)

From a consideration of the qualities which distinguished Napoleon as a commander we turn to examine the maxims relating to war he has given us in these volumes. We cannot, of course, exhaust the list, but the principal ones may be briefly noticed; and we shall add a few of his remarks on the political events in which he took part, and the condition of Europe in his time. One of the cardinal points on which he insists is the necessity in preparing for a campaign of a thoroughly well matured plan, founded on a complete knowledge of the theatre of war and of all possible lines of operation, and on calculation of the resources and probable intentions of the enemy. He says—

"The plan of a campaign ought to provide for everything that the enemy can accomplish, and to secure the means of baffling his schemes."

He illustrates this by the memorable instance of the campaign of 1800, in which the main direction of the Austrian armies, thrown forward in Italy in great force, and not sufficiently strong in Germany, enabled the First Consul to execute the Alpine march which led to Marengo, and would have involved Kray in a similar fate had Moreau been equal to his mission:—

"The frontier of Germany was the predominant one in this campaign, the frontier of the Riviera of Genoa was only secondary. Accordingly the First Consul concentrated the main forces of the Republic on the predominant frontier. The Aulic Council collected its principal army upon the secondary frontier of Italy. This false disposition, this violation of a great principle, was the essential cause of the catastrophe which befell the Austrians."

That a strategic project should anticipate what your enemy can and ought to do, Napoleon illustrates by the curious assumptions of the Aulic Council in 1796, that he would remain quiescent around Mantua, while first Wurmser and then Alvinzi surrounded the French on all sides:—

"This combination would have been a fine one if men, like mountains, could not move. Austrian strategists have constantly made this mistake; they have forgotten the popular proverb that if mountains cannot move, men can. The Aulic Council, which had drawn up the plan of Wurmser, assumed that the French army was immovable and fixed to the fortress of Mantua; this gratuitous supposition cost Austria one of her best armies."

Napoleon, however, has furnished himself a more striking instance of the truth of this maxim. He did not reflect that, after Ligny, Blucher might try to join the English by taking an interior line by Gembloux and Wavre; and he allowed Grouchy to go in a wrong direction, with results sufficiently known to history.

Another of Napoleon's leading maxims is, that strategic operations ought to be simple—that is, should not be difficult in execution, should not depend on too fine calculations, or on too hard and improbable contingencies, and should make allowance for disturbing causes. He expresses it thus:—

"War being an art in which everything depends on the execution of what is proposed, all complex combinations should be rejected. Simplicity is the first condition of sound strategy."

The most conspicuous example in history of the result of disregarding this principle is the march of M'Mahon to the relief of Metz. That march possibly might have succeeded; but it was so perilous and difficult in itself, it assumed that so many doubtful chances would concur in its favour, the failure of any—a most probable event—being almost certain to induce a disaster, that it cannot in any way be justified. Napoleon illustrates the rule by arguing that Blucher should not have fought at Ligny, because it was extremely uncertain, considering the position of the French Army, that Wellington could join him from Quatre Bras; the Allies, he says, ought to have adopted the simple, obvious, and sure course of falling back on an interior line. Recollecting what happened on the 16th of June, the Duke probably agreed in this view:—

"Marshal Blucher, as soon as he had been made aware that the French were at Charleroi—that is on the evening of the 15th—ought to have assembled his army, not at Fleurus, not at Ligny, already under the enemy's guns, but at Wavre. The French could not have reached Wavre until the 17th; he would, therefore, have had the whole of the 16th, and from the 16th to the 17th, to effect the concentration of his army."

A third maxim of paramount importance, and one of the great secrets of Napoleon's successes, is that you should march directly for the decisive point whenever the operation is possible, and not imagine that the occupation of fortresses or natural obstacles is necessarily the chief end to attain. He illustrates this rule, his application of which caused a revolution in the art of war, by showing how absurd is the exploded notion that one bank of a river is as good as the other, and how it serves—

"There are two principles of the art of war which cannot be violated with impunity—first, never make a flank movement in front of the enemy; second, keep carefully to and do not lightly abandon your line of operation, which is a corollary from the first."

The capitulation of Sedan, we believe, was inevitable in the circumstances of the case. Yet Napoleon, who had experience of the capitulations of Ulm and Baylen, says plainly that surrenders of this kind ought to be judged with extreme severity, and reflect indelible disgrace on armies. We have no wish to censure the fallen, but the following must sound ominously to the Generals who submitted to the catastrophe of the 2nd of September, though we really think they had no other choice:—

"Since the laws and the practice of all nations permit the commandants of fortresses to surrender and make terms but have never authorized a general officer and his army to lay down their arms, it may be asserted that no Sovereign, no State, no military usage has ever sanctioned such an expedient. Such is the danger of allowing a capitulation of this kind, or any capitulation but that of a fortress, is evident. It destroys the military spirit of a nation, and weakens its honour; it is the resource of cowards and pusillanimous men. If military usages attached degrading punishments to the offence of laying down arms in virtue of a capitulation, and inflicted them on generals, officers, and soldiers, this expedient would not present itself to the minds of military men; they would have nothing left to them but to trust to their courage and perseverance, and what then might they not accomplish!"

Except, perhaps, at the Beresina, where the terror of his name and the renown on his army in all probability averted ruin, Napoleon was never in a position in which he could call on to lay down his arms. He does not hesitate to affirm what a general ought to do in such a situation:—

"What ought to be the conduct of a general when surrounded by superior forces? We can only answer in the language of old Horace. Extraordinary situations require extraordinary resolution; the more stubbornly he resists the more chances will he have of receiving succour or of breaking through. How many things which have seemed impossible have been done by brave men with no other resource than to die! The more resistance you make the more low you will inflict on the enemy and the more strength will he have to continue his attack. This question admits of no other solution without destroying the military spirit of a nation and exposing it to disaster."

Marshal Bazaine, it is said, appeals to Prince Frederick Charles in justification of the catastrophe of surrendering Metz. Napoleon makes this pointed remark with respect to vindications of this kind, though he refers to the memorable defence of Genoa by the warrior of Rivoli and Essling:

"Much has been said of the homage rendered to Masséna by the enemy's generals while the terms were being arranged. This ought only to have increased his suspicions. When Napoleon wished to increase the credit of the Austrian General Provera, a third-rate officer, he praised him highly, and so imposed upon the Court of Vienna, who gave him another command. He was taken prisoner again at the battle of La Favorita. When the French commandant of Mantua surrendered that fortress Field-Marshal Kray made him a present of a standard and praised his valour highly. The praises of an enemy ought to be distrusted; they will have no weight with a man of honour unless they are bestowed when hostilities have ceased."

[To be continued.]

* Commentaires de Napoleon I. 6 tomes. Paris, 1870.

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